THE GRAIN GROWERS' GUIDE

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Winnipeg, Man. *May 14, 1919* *$1.50 per Year*



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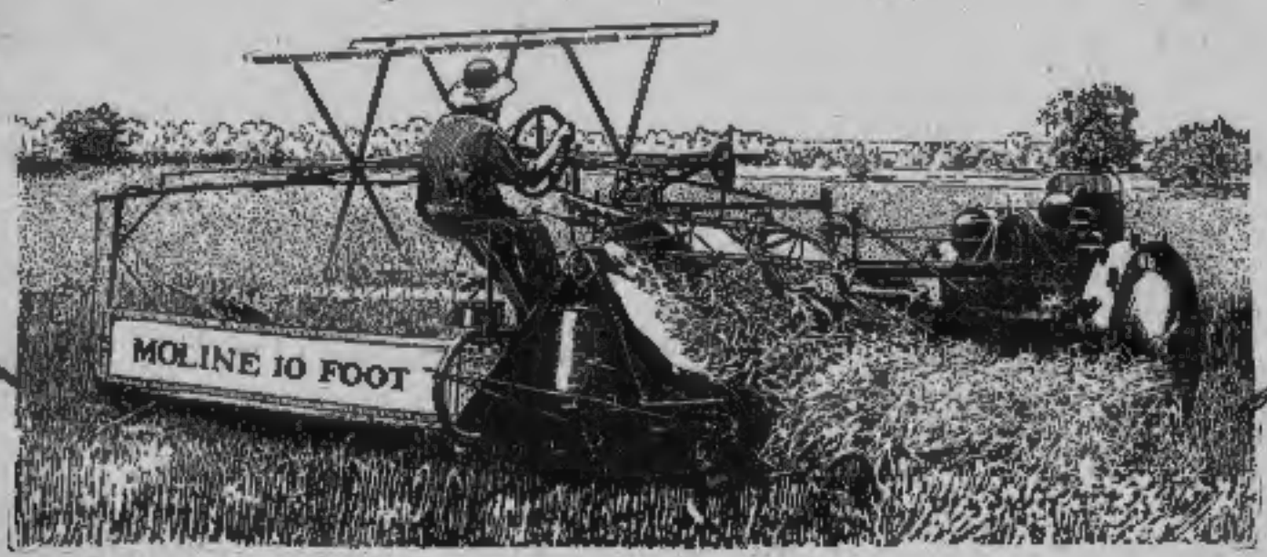
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A WORD TO THE WISE

The editors hope you enjoy reading The Guide. This year will see many important improvements made. We can promise our old subscribers many new, unusual and interesting features, a constant bettering of our service.

During the next few years Canada must solve the trying problems that will have resulted from the great war. The equitable solution of the reconstruction difficulties will determine the status of western agriculture—as to whether our prairies will be dotted with prosperous farms or the industry stifled by placing upon it an unequal portion of the vast burden of debt that has been created. Every farmer should keep posted—The Guide should be a weekly visitor in every farm home during this period.

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THE GRAIN GROWERS' GUIDE

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A Weekly Journal for Progressive Farmers.

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No discounts for time or space on any class of advertising. All changes of copy and new matter must reach us eight days in advance of date of publication, to insure insertion. Reading matter advertisements are marked "Advertisement." No advertisement for patent medicines, liquor, mining stock, or extravagantly-worded real estate will be accepted. We believe, through careful scanning that every advertisement in The Guide is signed by trustworthy persons. We will take it as a favor if any of our readers will advise us promptly should they have any reason to doubt the reliability of any person or firm who advertises in The Guide.

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The Canadian Trade Commission's activities on the other side of the Atlantic, the credits provided by the Dominion government for the work of that body in securing markets for Canadian products—three-fifths for manufactured goods, one-fifth for raw materials, and one-fifth for agricultural products—and the prospects for trade with Great Britain, are among the matters discussed in the second article written by Norman Lambert, secretary of the Canadian Council of Agriculture, since his return from London and Paris, and printed in this issue.

One mile of track to every 196 persons in the country is Canada's provision of railway lines at the present time. At the end of 1917 Canada has 38,604 miles of railway, capitalized at $1,985,119,991—that is, in round figures, $50,000 per mile. These and many other interesting figures and facts are set forth in the article, Canada's Railway Equipment, written for The Guide by J. L. Payne, comptroller of statistics, Department of Railways and Canals, Ottawa, and printed in this issue.

The Alberta legislature's work in enacting new legislation at its recently closed session, is reviewed in an article written for this issue of The Guide by John D. Hunt, clerk of the executive council of that province. Among the fifty odd bills passed are several of an outstandingly constructive character, notably in regard to seed grain, municipal affairs and the public health.

In this week's issue is an article by Mrs. W. M. Davidson, of Calgary, associate editor of the Morning Albertan, on "Municipal Hospitals." It was written before the most recent hospital legislation passed the Alberta legislature, making the hospital boards in Alberta elective instead of appointive. Mrs. Davidson's article is an exposition of the third-rate efficiency of health administration as at present existent.

Who Pays the Duty on page 17, is written by H. W. Wood, president of the U.F.A. and of the Canadian Council of Agriculture. Those of our readers who have been following with interest Mr. Wood's special articles on the Alberta page will be specially interested in reading his comments on the C.R.A. advertising which has been appearing in Canadian papers recently.

The S.G.G.A. and Political Action, by J. B. Musselman, secretary of the Saskatchewan Grain Growers' Association, appears on page 16. That the locals are overwhelmingly in favor of calling conventions is indicated by the replies pouring into the Central office. This page marks the opening of a special section of The Guide which will be devoted toward the activities of the locals in connection with the Political Action drive.

B. C. Harvey, Professor of History, Wesley College, in the Great Canadian Series this week, has an interesting article on three pioneers of the North-West: Mackenzie, Selkirk and Simpson. Page 45.

The Peace Treaty in Brief is given on page 39. These terms were contained in a treaty of some 80,000 words in length which was handed to the Germans at a memorable assembly of delegates of the 27 nations which were parties to the peat.

Growing Fodder Corn, its place in rotation of farm crops, the outstanding varieties used in the West, is the subject dealt with in the Field department of The Guide. The time and rate of seeding is advised from experiments carried out in the West.

A Recipe for Riches reproduced from the editorial columns of the issue of The Guide of December 20, 1911, is given on page 38.

The Hampshire Hog is taking an economic place in the hog industry. This breed of pigs forms the subject of a practical article by W. J. Hoover, a veteran breeder at Bittern Lake, Alberta. The strong demand for pork products, with the high-prevailing prices of hogs on the hoof, is an incentive for added interest in hog raising, but quality as developed in the best of the pure breeds, must not be neglected.

The hog market has seen some very startling fluctuations in the last five months, and is treated in a special article resulting from interviews with prominent government officials, marketing firms, farmers and packers.

The Livestock Circles columns this week contains much livestock information that deserves more space than could be found in other columns of The Guide.

EVENTS TO REMEMBER

Sales

Southern Manitoba Breeders' Sale at Deloraine, Man. ..... May 23
Lacombe bull sale ..... May 27

Class A Fairs

Calgary, Alta. ..... June 28 to July 5
Edmonton, Alta. ..... July 7 to July 12
Saskatoon, Sask. ..... July 14 to July 19
Brandon, Man. ..... July 21 to July 26
Regina, Sask. ..... July 28 to Aug. 2

Class B Fairs

Red Deer, Alta. ..... July 16 to July 19
Camrose, Alta. ..... July 17 to July 19
Lloydminster, Sask. ..... July 21 to July 23
N. Battleford, Sask. ..... July 24 to July 26
Prince Albert, Sask. ..... July 29 to Aug. 1
Yorkton, Sask. ..... Aug. 5 to Aug. 8
Swift Current, Sask. ..... Aug. 5 to Aug. 7
Weyburn, Sask. ..... Aug. 5 to Aug. 7

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The Grain Growers' Guide

Winnipeg, Wednesday, May 14, 1919

Grieving Over The Guide

Says The Financial Post, of Toronto:—

> It is difficult to understand the attitude of The Grain Growers' Guide in opposition to a scientific examination into the tariff matter. The cry is that it means delay. The Guide says: "An inquiry into the tariff is one of the favorite protectionist devices for delaying action in regard to the tariff."

The Financial Post proceeds to argue at length that the tariff is "too important and technical a matter to be decided by the outcome of any political football match," and that "an inquiry by experts" and the appointment of "a permanent body to consider further adjustments from time to time" is "the only sensible solution"; and ends with these sentences:—

> Men of the broad vision West as well as East must realise this. We believe they do. The attitude of The Grain Growers' Guide can, therefore, only be considered as unfortunate. We sincerely doubt if it properly interprets the broader interests of those for whom it is supposed to speak.

The grieving of The Financial Post over the perverseness of The Guide is almost as touching as the smooth manner in which Sir John Willison deplores the attitude of all who are so unreasonable as to refuse to agree with him that the existing fiscal system of Canada, which loads the many with taxation for the benefit of the few, is an entirely admirable system. It is well nigh as pathetic as W. F. Cockshutt's speech at that protectionist meeting in Brantford last week, which he wound up by demanding loudly that the duty on farm tractors, which has been suspended by Order-in-Council, be restored immediately.

As for the idea that "the tariff should be taken out of politics" and placed under the control of a permanent commission of "experts," it is an idea that is constantly cropping up among the upholders of the special privileges based on economic injustice which is known as tariff protectionism. A resolution embodying that idea was passed at that protectionist meeting in Brantford, after Mr. Cockshutt had orated. Such a resolution is, in a word, a declaration against the fundamental principles of democracy. Experts can give valuable advice; the best obtainable experts should be enlisted in the public service. But law-making must be done by the men elected for that purpose, who are responsible to the people.

Some Plain Questions

The tariff imposes the burden of an average 25 per cent. tax on the necessities of life for the farmer and his family, and upon the necessities of the farmer's industry. No other class of the Canadian people is thus doubly burdened so heavily. The Guide will here repeat a question which it asked last week. Do the protectionists ever consider the fairness or unfairness of demanding that the farmer, now at the end of the fixed price period, in addition to having to meet open competition from the world, be compelled to contribute, in addition, towards a 25 per cent. bonus to the manufacturing industry? This aspect of the subject is carefully avoided in the protectionist propaganda.

Have the highly moral and religious gentlemen at the head of the protectionist movement considered the honesty of their action in forcing the farmers to pay them toll on everything they have to buy? Do they really care whether the farmers will have any margin of profit left for themselves? Or are they looking at the matter solely from a selfish standpoint and thinking of their own bank accounts, regardless entirely of the interests of the rest of the people of Canada?

The Guide will be glad to hear from any protectionist who will make an honest attempt to answer these questions.

Mr. Cockshutt Lacks Knowledge

In his recent speech at Brantford, as reported in The Toronto Globe, the statement was made by W. F. Cockshutt that "$758 represented the investment in implements on the average farm in the Prairie Provinces." After making this assertion, he added that "this meant a little less than $25 a year for ten years in duties collected," and the further remark that "the tariff, therefore, was far from being a life and death matter with the farmers."

Now here is a list of the smallest equipment with which it is possible to make anything like a real attempt to operate a half-section farm in any one of the Prairie Provinces, with the present price of each implement, and the price in 1914:—

	1914 Prices	Present Prices
Binder	$ 165.00	$ 240.00
Mower	60.00	82.85
Rake	38.00	54.45
Gang Plow	93.25	140.00
Sulky	50.00	80.00
Walking Plow	18.50	27.50
Set Lever Harrows	34.40	50.60
Set Wooden Drag Harrows	24.75	30.00
Cart	38.50	40.00
Seed Drill	137.00	206.85
Float (home-made)	6.00	10.00
Wagon	95.00	150.00
Set Sleighs	41.00	47.00
Jumper	29.50	30.00
Buggy	110.00	158.00
Tools	8.00	10.00
Fanning Mill (32-inch)	35.50	45.00
Cultivator	72.00	100.00
Hay Rack	9.00	16.50
Total	$1,050.40	$1,508.55

The foregoing list, it must again be noted for Mr. Cockshutt's enlightenment, is a minimum list of equipment. If Mr. Cockshutt will scan it again, he will see that it includes no mention of harness, of an automobile, of a tractor, of a grain tank, of a grain pickler, of an engine, or—to mention only one more article which Mr. Cockshutt might find highly desirable, if not absolutely necessary, in operating a half section farm—of a pump. As for a threshing outfit, the farmer, whether he hires its service, owns it in part, or is full owner of it, does not escape his share of the burden of tariff taxation laid upon it by our national fiscal system, of which Mr. Cockshutt is so ardent an upholder.

The Rule of the People

In every country in the world the people are reaching out and taking a larger share of the government. The day of the autocrat, the czar, the war lord has passed away. The day of the Money Baron and his tool, the professional politician, is passing. The day of the people is dawning. The agitation so widespread among the people of Canada is typical of what is going on everywhere.

In the past in Canada we have had two political parties, neither of which really represented the people. One or other of these two has been in the saddle for the past forty years. Gradually they have both grown corrupt. They have lived by allowing Privileged Interests to exploit the people, and have accepted campaign funds from these Interests in return for legislative favors. Candidates have too often been selected by the party machines and the faithful followers of the party have gone to the polls and cast their votes for the candidate whom they had no voice in selecting and who did not represent them. The result has been that though we have a democratic form of government in Canada, we have not had a democratic government. Small groups of men in Big Business and a small group of professional politicians have practically ruled Canada.

The new order will change this autocratic system of mis-representative government. The political prairie fire that is sweeping over these provinces is the beginning of the new order. The farmers of the West have awakened to the fact that they have been led by the nose politically far altogether too long a time. They have determined to have a voice in their own government. They have been bunco'ed both by the Grit and the Tory parties, until they are sick and tired of them both. Now they have thrown off all party allegiance. They are going to elect to Parliament candidates who will not bow to any eastern leadership nor the dictates of any party machine.

The great bulk of the Western people in the cities and towns will support the Farmers' Platform when they understand it. They must know that the future of the West depends upon agricultural prosperity. The Farmers' Platform will give justice not only to farmers but to all other classes. It is not class legislation but a national document which, when enacted into law, will make Canada the nation it was designed to be, instead of a nation where the many are exploited for the benefit of the few.

If the farmers are in real earnest they can control forty seats at the next federal election. When they have a solid West in the House of Commons, then and then only can they expect to get square-deal legislation. But these forty seats cannot be captured without proper organization. Plans are now being formulated for an organization campaign to cover the whole three Prairie Provinces. Every farmer who believes in the cause for which the organized farmers are working must be ready to take hold as soon as seeding is over. Every local association must do its part if the result of the campaign is to be a success. There are thousands of farmers still outside the organization. They must be brought in. They must be enlisted as supporters of the Farmers' Platform. The reign of the people will only be accomplished by educating the people to a clear realization of their rights.

If every individual member of the farmers organization, and every local association will do its part during the summer, the organization will be doubled and everything will be ready for an election whenever it is called. There should be a membership drive in every local district, and the political action conventions in every constituency should be largely attended. If the cause of the organized farmers is not worth giving a few days work to, it is not worth anything. In a few weeks seeding will be over. The time for action will be here. Let every member of the farmers and farm women's organizations be ready for the big drive.

Peace Terms to Germany

Severe as are the terms and conditions of the peace treaty which the representatives of the Allies have laid down for Germany's acceptance, they are incontestably just. A summary of them is printed in this issue. The dreams of German imperialistic ambition based on ruthless military and naval might

are no more. German military and naval might is as dead as Nineveh and Tyre; and the peace treaty provides securely against Germany again becoming a menace to the safety of civilization. At the same time, there is nothing to prevent Germany from working out its salvation as a peaceful republic.

For all the damage done by Germany on land and at sea during the war reparation must be made. An initial payment of $5,000,000,000 must be provided to reimburse civilian damages; with more to follow. For every ton of shipping destroyed by German submarines Germany must now make restitution of a ton of shipping. None of her former possessions outside Europe are to be restored. Alsace-Lorraine goes back to France, Schleswig to Denmark, Posnania and Silesia to Poland, Malmedy to Belgium, the Saar Valley for at least fifteen years to the League of Nations, and Danzig also to the League of Nations.

Heligoland must be dismantled, the German ocean cables surrendered, and the Kiel Canal internationalized; no forts must be built along the Baltic coast, and a de-militarized zone thirty miles deep must be maintained along the east side of the Rhine. Also Germany must secure from Holland extradition of the ex-Kaiser, whom German power and ruthlessness were to have made master of all mankind, and turn him over to an international court for trial; and other German officials and soldiers charged with crimes against humanity must also be surrendered. In the forefront of the treaty stands the covenant of the League of Nations, which is the charter of world peace.

Inconsistent Propaganda

Turner's Weekly, ably edited by Harris Turner, the returned soldier member of the Saskatchewan Legislature, who lost his sight at the front, has some interesting remarks about the pamphlet issued by the Canadian Trade Commission to the presidents and secretaries of women's organizations throughout the country. That pamphlet, like the Reconstruction advertising, preaches the doctrine that Canadians should buy only Canadian goods.

After quoting from the Manufacturers' Association "Where Is the Revenue To Come From?" broadside, which argues that customs duties must be kept up, not, be it noted, to give protection to Canadian manufacturers, but to provide the necessary national revenue, the article in Turner's Weekly says:—

> In other words, it is imperative that we import goods and more goods than ever, if that be possible, because we have 100,000,000 of additional revenue to raise, and it is impossible to raise that amount except through the tariff. That much I hope is plain; the C.M.A., at any rate, is very anxious that it should be plain to everybody, but especially to the grain growers.
>
> Do you get the argument? Buy Canadian-made goods, declares the Canadian Trade Commission, and so "make employment for Canadian men and women," and thus "relieve the inevitable financial pressure." Nay, declares the Canadian Manufacturers' Association; that is the wrong policy altogether—a very selfish and short-sighted policy. Buy imported goods and so help to raise the additional $140,000,000, which must be raised this year, to meet the needs of government. The revenue is absolutely necessary and it can only be raised by that much of an increase in custom duties, because all the other sources of revenue have already been heavily tapped.
>
> Now you see it, and now you don't!

The propagandists of protectionism, with all the money they have at their disposal, can do many things. But one thing they do not seem able to do is to carry on their propaganda in a plain, straightforward, consistent way.

A Miscarriage of Justice

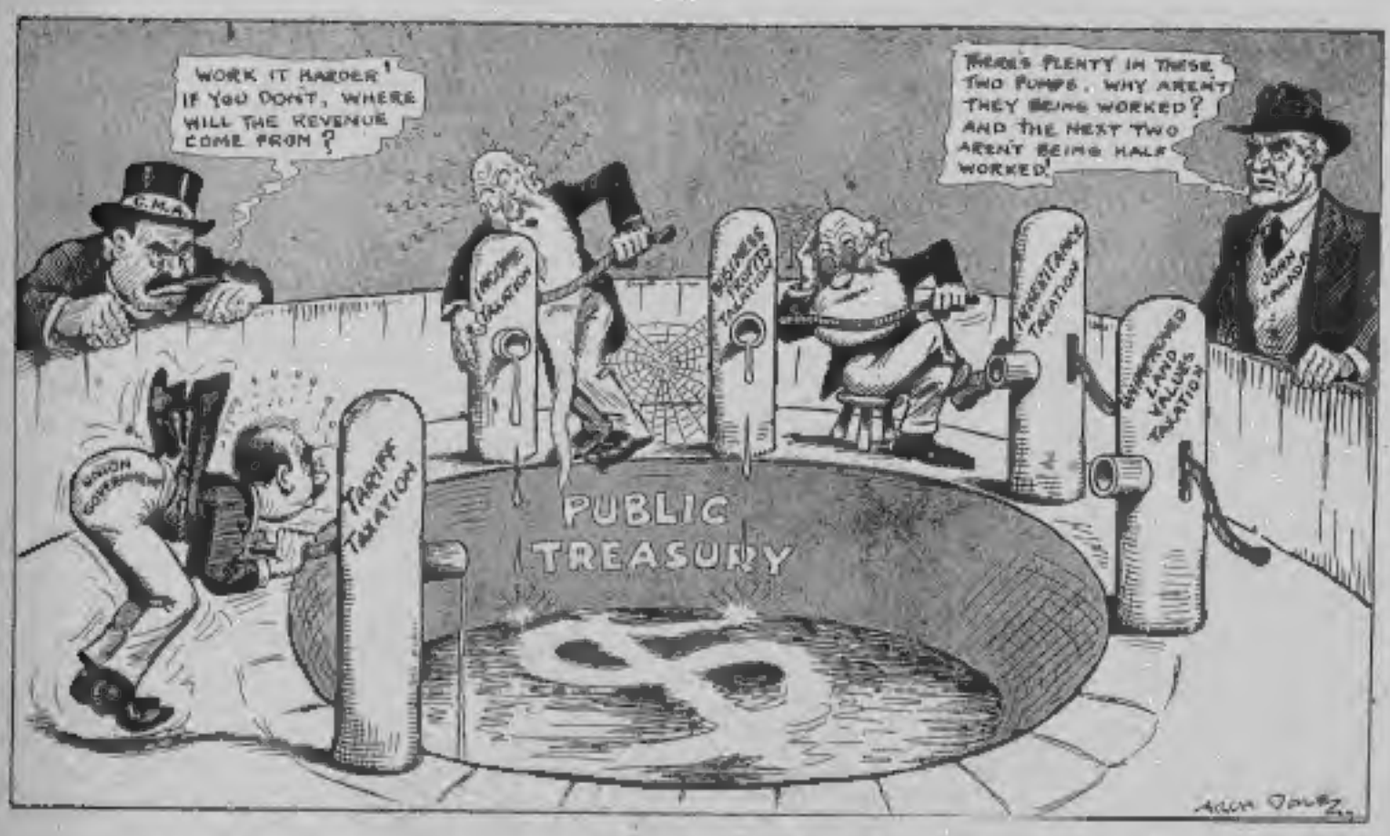
Rev. Ben. H. Spence, secretary of the Dominion Alliance, has been convicted by Magistrate Kingsford, at Toronto, on a charge of publishing a book forbidden by the Canadian censorship, and sentenced to a fine of $500 or imprisonment for four months. The book was a reprint of The Parasite, published by Arthur Mee in England, where it was allowed free circulation. It described the immorality produced by the liquor traffic in that country, and protested against the leniency of the military authorities towards that evil; it made no reflections on the soldiers, but simply described actual conditions. The magistrate, in giving judgment, said nothing whatever about the book, but confined himself to the fact that it was forbidden in this country by the Canadian censorship, and that Mr. Spence had published it. A decision may be perfectly good in law, and at the same time a gross miscarriage of justice.

The Governor-Generalship

The reports from London that the authorities there are picking a new Governor-General for Canada has brought out several declarations by newspapers that the Governor-General of this self-governing nation of the Empire should be picked by the Canadian Government. It is further to be said that the people of this democracy would not at all object to having, by way of a change, a commoner come over from England to take on the job. The greatest names in British history are those of commoners—Hampden, Bright, Gladstone, Lloyd-George— to name only a few. And some day why should not Canada have a Canadian Governor-General?

A Sound Foundation

The revenue of Great Britain for the current year is estimated at £1,159,650,000, without resort to any new methods of taxation. Fortunately for Great Britain, its fiscal system has been built on the foundation of direct taxation.



The Public Revenue is Not Being Drawn From the Rightful Sources

Canada's Delegates in Europe

Article II.—Food Situation in Germany—Canadian Trade Mission—Government Credits—Prospects for Trade with Britain—By Norman Lambert

An idea of the problem confronting the Supreme Economic Council may be gained from a memorandum dealing with relief for Germany, which was prepared by Sir John Beale, on February 21, for the benefit of the British delegates at the Peace Conference. This memorandum contained the record of the evidence gathered in Germany by 14 British officers who were sent there for the purposes of investigation. It contained, also, a forcible statement by Dr. Frederick Ferrier, chief of the executive of the International Red Cross, and reports from Dr. Alonzo Taylor, who, early in February was in Berlin on a mission of enquiry for Mr. Hoover. The evidence presented was unanimous in the declaration that supplies of food were so low in Germany that in certain districts, absolute shortage would become apparent by the end of March or the beginning of April, if relief was not forthcoming from other parts of the world. In addition, it was shown that the menace of revolution and Bolshevism in Germany was very real as a result of increasing want. It was recommended in Sir John Beale's memorandum, therefore, that 200,000 tons of breadstuffs and 100,000 tons of fats and other commodities be shipped into Germany monthly until the end of August. The total cost of this relief to the Allies, it was estimated, would amount to $750,000,000.



Lloyd Harris
Chairman, Canadian Mission in London

In view of what has happened since this memorandum was prepared, the following conclusions reached by Sir John Beale are now, more than ever, interesting:—

"(1) The food situation in Germany is already serious and will, unless drastically helped from outside by the immediate action, be so desperate in a few months that Germany will probably be overtaken by economic and political disaster with consequences which may spread to Allied countries.

"(2) It is impossible, under present conditions, which require Germany to pay actual cash for all food she receives, for the associated governments to supply food in sufficient quantities to meet Germany's needs, and it is therefore difficult to see how the associated governments can assign some measure of responsibility unless the blockade is lifted promptly so far as food is concerned, and Germany is left free to make her own importation arrangements.

"(3) It seems essential that peace (or preliminary terms of peace) should be settled immediately, since the blockade must be retained as a lever to secure acceptance of the terms.

"Meanwhile, it is the duty of the associated governments (and indeed a necessity in their own interests) to arrange a steady flow of supplies to Germany to such an extent as the prior claims will permit. For this purpose, large credits must be provided, and so far as they can be furnished by the Germans they should be made a first charge on future payments by that country, and a substantial volume of shipping must be made available by the associated countries until German shipping is forthcoming."

The relief work suggested in the foregoing paragraph, is now fully under way, and will become the chief instrument in bringing about settled conditions in central Europe.

Canadian Trade Mission

The Canadian Trade Mission, represented largely by Lloyd Harris, F. P. Jones, and W. C. Noxon divided its energies between London and Paris. Mr. Harris, Mr. Jones, and R. J. Younge, secretary of the Trade Mission, went to Belgium early in January and motored through the war areas to Paris and then returned to London on January 20. At Paris, the Trade Mission commenced its negotiations with the representatives of Roumania and Greece, as well as with France. All negotiations carried on by Mr. Harris and Sir George Foster for furthering Canadian export trade, were conducted, of course, with the hope that the control exercised by the Supreme Economic Council would be lifted by the time they were actually ready to send contracts for new business home to Canada. If the Supreme Economic Council continues to operate after Peace is declared, no doubt its sphere of influence will envelop Canadian manufactured goods, as well as Canadian cereals.

Before leaving Canada, last November, to go to London, Lloyd Harris, head of the Canadian Trade Missions in London, had a talk with Sir Thomas White, at Ottawa, about prospective economic and financial conditions in the Dominion. They both agreed that if Canada was to secure an outlet for industrial activity in the form of an export trade with Europe, thus creating renewed employment for an increasing crowd of idle workpeople, it would be necessary for the federal department of finance to arrange to supply sufficient credits to enable Canada to compete in the European field with such countries as the United States and Great Britain. Sir Thomas White told Mr. Harris that he could supply $300,000,000 for such a program, if necessary, and then find more money for the Dominion treasury by continuing his policy, practised during the war, of asking the Canadian people to exercise thrift, and lend money to the government. By so doing, they agreed, the national debt of Canada would not be increased, because in the treasury there would be the securities of those countries which might be extended credits for the purpose of purchasing Canadian products. Such a policy, it was held, would be preferable to borrowing money from the Canadian people, to be spent in unproductive public works as a means of absorbing unemployed people, the result of which would be to increase the national debt.

Mr. Harris has been in Europe since the end of last November, and he now has a program definitely mapped out, which aims at providing sales of Canadian raw materials and manufactured goods to the value of $350,000,000 or $400,000,000. To get this volume of business for Canada, he asks now that the government at Ottawa grant credits to a few selected countries for $200,000,000 or $250,000,000. First credits, amounting to $100,000,000, have already been offered to France, Belgium, Roumania and Greece. As soon as trade commences to flow from Canada to Europe, additional credits will be required; and the interesting question is: "Will the Canadian Minister of Finance be able to find the money with which to make good his end of the bargain?"



J. A. Moberg, M.P.
A Representative on the Canadian Mission

Apportioning Government Credits

It is understood that the contract with France has not yet been signed. The Trade Mission's proposal to the European countries is that three-fifths of the credit which Canada is willing to provide, must be spent on manufactured goods, one fifth on raw materials, and one-fifth on agricultural produce. Trade agreements with Roumania, Greece and Belgium have been arranged on that basis. This means that out of a credit of $75,000,000 extended by the government of Canada to those three countries, $45,000,000 would be spent on Canadian manufactured goods, $15,000,000 on raw materials, and $15,000,000 on agricultural products. The French government, however, has expressed the view that France will buy only absolute necessaries of life, such as food commodities, from other countries, and that she will endeavor to supply herself with manufactures from her own industries, reduced and shattered though they are at the present time. But the aim of the Canadian Trade Mission in offering the credit of the Canadian people to the needy nations of Europe, is to sell manufactured goods. If manufactured goods can be financed for export in this way, Canadian factories and workshops which are now idle can be started again, and unemployment amongst the laboring classes in Canada reduced. Food is not being financed by the Trade Mission to the same extent as manufactures, because, the mission contends, it is not necessary to offer government credits as an inducement to Europe to buy food. The greatest need of Europe is food, and food will be paid for on a better business basis than any other article that may have to be imported. Therefore, say the Trade Missions, we do not need to bother so much about developing trade in foodstuffs, as in other articles which are not wanted so badly.

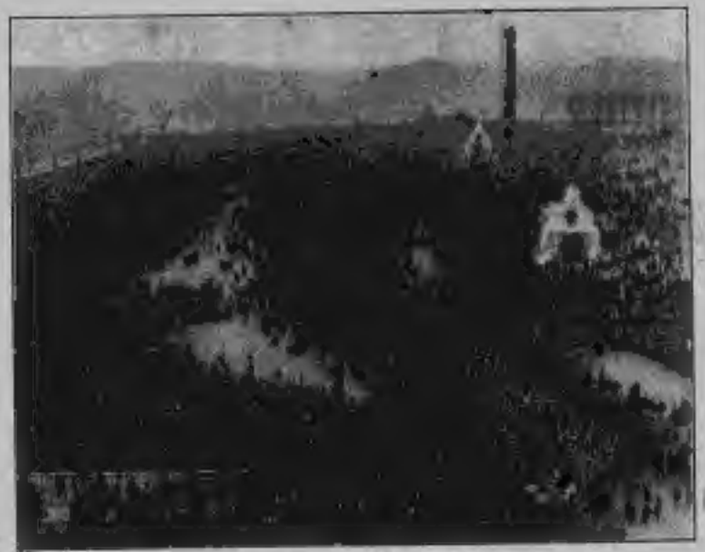
The manufactured articles which will be sold in Roumania will be woollen and cotton goods, hand tools and implements for purpose of tillage, leather goods and railway equipment. Greece will take textile materials, clothing and mechanical equipment of various kinds. Belgium's great need is railway plant, and it will be mainly through the Belgian Department of Railways that the Canadian credit of $25,000,000 will be utilized. If France agrees to purchase manufactured goods from Canada on the basis of the proposed credit of $25,000,000 offered by the Trade Mission, she will take leather, pulp, newsprint, wallpaper, asbestos, lumber, wooden houses, saw-mill machinery, machine tools, garden tools, farm implements, mattresses and mattress springs. Arrangements have not yet been made with Serbia, but the Trade Mission is carrying on negotiations with that country with a view to establishing the same sort of export connections as have been established with Roumania.

Activities in Britain

In the British Isles the Trade Mission from Canada has also been bending its efforts to secure additional trade for the Canadian manufacturer. When Mr. Harris and his associates first arrived in England it was felt that large orders for manufactured goods of various kinds might be secured in that country, as stocks of all kinds of staple articles were very low. It was soon discovered, however, that the British market was practically closed to all importations from Canada, with the exception of food, on account of the control exercised by the government for war purposes. Fear of losing entire control of her own rates of exchange was the guiding influence in Britain's restrictive policy with regard to imports. As a result of a persistent campaign in the old country, the Canadian Trade Mission has succeeded in having import restrictions with regard to Canada, removed. At the present time, Canada enjoys an added preference in her trade arrangement with the motherland, as compared with pre-war conditions.

Discussing the prospect for bigger trade relations between Canada and Great Britain, Mr. Lloyd Harris said to the writer, in February: "If we were free to import from Canada everything required here, we would at once secure a very large volume of business. Many of our industries under present conditions can compete easily with industries in this country, and the effect of the policy of controlling and restricting imports is to make prices on many commodities much higher than they need be. In this connection I have decided upon a campaign which I think Canada must undertake at the present time, if we are going to be properly considered in our relative position in the whole British Empire. It is necessary that the people of this country should know more about Canadian facilities for industrial expansion and development, and also our ambitions along these lines. It is deplorable that so much

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The Premium at Paris Welcoming the Arrival of President Wilson



Sir Hunting Horses of the Type Demanded by the Market Many Farmers Make Their Farm Power Plant Self-Sustaining. Horses Like These Always Fetch a Good Price

Recent Legislation in Alberta

Measures Enacted into Law at the Session Just Closed---By John D. Hunt

THE second session of the fourth legislature of the province of Alberta opened on February 4, 856 after almost continuous daily sittings closed on April 17. Among the 50 odd public bills passed are some of an outstanding constructive nature. This feature applies particularly to the acts relating to municipal affairs and health.

The important question of a supply of seed grain was met early in the session by the re-enactments of the acts of 1918, under which residents in municipal districts could get seed, and this year feed was added, through the municipal councils, and by residents outside of municipal districts through the department of agriculture. These methods were augmented by a new act, providing that loan companies and other mortgagees might advance moneys for seed grain and feed to their borrowers and charge the amount against the loan on the land.

The Arrears of Taxes Act lends a helping hand to many owners who were likely to lose their lands on account of being unable to pay the accumulated back taxes. The act practically consolidates all arrears of taxes and penalties at December 31, 1918, and provides that any owner of lands in arrears where the title has not been transferred shall be allowed to pay said arrears in eight equalized consecutive annual instalments of blended principal and interest, payable at the same time as the current year's taxes, the first instalment to be paid in 1921.

An act to ameliorate the financial conditions of municipalities provides that at the request of any municipality, or of the holders of one-quarter in value of the bonded indebtedness, the government may appoint a commission, of one or more, to investigate the financial affairs of the municipality, consult the parties interested and recommend a scheme whereby payment of liabilities may be extended in whole or in part, or the accumulation of a sinking fund be postponed or reduced for a limited time, or debentures renewed or converted, or liabilities consolidated and new debentures issued therefor, the recommendation to become effective and binding upon the municipality and upon all persons interested upon obtaining the consent of holders of three-fifths in value of the amount of the bonded indebtedness, and upon approval of the Lieutenant-Governor-in-Council.

To Deal With Sub-divisions

An act respecting subdivisions and other property gives an appointed commission power, at the request of any owner of lots in a subdivision, to investigate the basis of assessment and taxation, the value of the land, the expenditure for its benefit, whether it was taken into the municipality with or against the desire of the then owner, and to recommend a reduction in the amount of arrears, the payment by instalments and adjustment of debenture indebtedness as may be thought proper; also, at the request of the owners of not less than half the assessed value of land in any area, whether subdivided or not, which appears to call for exceptional or restrictive methods of assessment and taxation to investigate and to recommend a system rate and method to apply to the lands for such period as may be just.

In the case of arrears as to subdivided land, the commission shall have the right to reduce the amount of arrears and to fix the time and manner of payment, and shall have power to cancel all such subdivisions, including streets and lanes, and to execute all necessary documents for registration, such recommendation to become effective and binding upon approval by the Lieutenant-Governor-in-Council.

The trend of amendments to acts relating to assessment and collection of taxes is to assess by value rather than by acreage, and to have the work done by municipal district councils for organized territory, paying a commission for collection, and by the department of municipal affairs for unorganized territory. Provision is made for the equalization of assessments for provincial purposes by a tax commissioner.

An act to provide for the recovery of taxes is entirely new, and sets out the procedure for tax sales, beginning with the year 1920. Lands in arrears, after the first day of July, unless otherwise legally provided for, as in the case of consolidated arrears, are liable for sale annually, not later than November 15.

Lands may be redeemed within one year of the date of sale on payment to the treasurer of amount due, with penalties and costs. Within 20 days, after the time for redemption is up, the treasurer has to send a notice to each person shown by the records of the Land Titles Office to have an interest in lands not redeemed, and after 60 days from mailing of such notice he has to send a list of the unredeemed lands, together with any protest received, to a judge of the district court, who shall, after enquiry, order the treasurer to issue transfer to the purchaser or otherwise as seems to him advisable.

The amendments to the Municipal District Act give councils power to engage a physician, or a public health nurse, to attend residents of the district and to give instruction, and lecture on questions of public health. Several changes have been made in regard to by-laws for the restraining of animals at large. Municipal districts are to levy and collect the wild lands tax, the educational tax, the municipal hail insurance tax, and the municipal hospital tax, on a commission basis. In order to give more attention to health matters and to have direct responsibility, a department of public health has been established and its administration placed under the minister of municipal affairs, who is also minister of health. Provision has been made by various acts to provide for payment of indebtedness contracted by municipalities in fighting the influenza, to define and increase the powers of the provincial board of health, including the power to license undertakers and embalmers, to regulate undertakers' charges, and to determine the price to be charged for all classes of caskets, and to compel local boards of health to carry on the provisions of the Health Act.

The Municipal Hospitals Act, makes full provision for the establishment and carrying on of district hospitals by the ratepayers under the management of an elected board, and subject to government regulations.

Public Health Nurses' Association

This act provides that a register of nurses shall be kept in the minister's office, where nurses may subscribe their names, and place their services at the disposal of the health authorities during an epidemic. Upon passing an examination on a special course of study, given in connection with the university, nurses shall be entitled to a diploma and be qualified to inspect the children in schools. Trustees are empowered to employ such a nurse to inspect school children and to interview the parents regarding any defect or ailment found, and it shall be the duty of the parent or guardian to provide such treatment as the facts and circumstances demand, on a penalty of a fine for refusal or neglect. Any nurse who has taken a course in obstetrics, and has obtained the consent of the minister, may practise midwifery in any designated part of the province, where, in the opinion of the minister, the services of a physician are not available, and may charge such fees as are fair and reasonable.

Women's Institute girls' clubs, consisting of eight or more girls, of 12 years of age, or over, may be organized, and receive an annual grant of $5.00 each.

An act respecting the sale of eggs makes any person who deals in unwholesome eggs liable to a fine of not more than $100 and costs. First hand-less buying from producers must candle the eggs, and reject bad ones.

The board of police commissioners has been done away with; the management of the force is to be directed by a commissioner under the control of the attorney-general. Very extensive powers are given the members of the police force in respect of the enforcement of the Liquor Act. Every municipality must have one or more municipal constables, and must provide police lock-up accommodation.

Land Titles Act Amended

The Land Titles Act has been amended and hereafter a mortgagee or an encumbrance must elect to take the choice of either foreclosure proceedings, or mortgage-sale proceedings. If he has chosen, or chooses, foreclosure proceedings, and takes the land it is a full payment of the debt secured. If he takes mortgage-sale proceedings he must sell the land, and apply the proceeds before proceeding on the personal covenant, and then only for any balance unpaid.

No execution can now be registered unless it sets forth the full name, residence, and occupation of a debtor. This will prevent a person's land from being tied up by an execution against another party with same initials, or same name in different localities, or of different occupations. Executions against lands have to be re-registered within six years.

The Dower Act contains an amendment to the effect that where husband and wife are living apart a judge of the supreme court may, by order, dispense with the consent of the wife to any proposed disposition of land in which she might claim dower, if in the opinion of the judge it seems fair and reasonable so to do.

By the Mother's Allowance Act, a widow, and in some cases a wife, who, having in her custody a child or children under 15 years old if boys, and 16 years if girls, is unable to take proper care of such, may receive assistance—one-half of the cost of which shall be borne by the municipality of which she is resident, and the balance by the province at large. The amount of compensation allowed under the Workmen's Compensation Act has been increased from $75 to $100 for the burial of a workman, and the weekly payment of $10, in case of permanent disability where there are dependants, by $2.00 for the first, and $1.00 for each additional, until the total weekly payment reaches $16, but in no case exceeding in the whole, $2,500.

Mentally defectives are to be cared for in an institution provided for the purpose. A charge of $10 per month shall be paid by the municipality, of which the defective has last had his usual abode for at least a year, and the municipality is entitled to collect said amount from the person legally responsible for his support.

School Legislation

School legislation gives prominence to organization of consolidated schools, to arrangement for the conveyance of children, to the grouping of school districts for the purpose of providing instruction in household science, manual training or commercial work.

The ordinary grants are considerably increased, and many special grants given for new schools, advanced work, equipment for community work, conveyance of pupils, libraries, school gardens, equipment for teaching elementary agriculture, manual training and household economics, teacher's residence, night classes, and the teaching of vocational and technical subjects. The provision to ensure regular school attendance has been amended, and certificates of exemption must now be granted in open juvenile courts.

Statute Law Amendments

The chief fire and game guardian may make regulations with regard to fire guards and the use thereof by railway companies, and as to the patrol of any line of railway and neighboring land. The common barberry and toad flax are added to the list of noxious weeds.

Hereafter, commissioners residing in Edmonton, Calgary, Medicine Hat and Lethbridge are to be charged $5.00 and in other cities or towns in the province, $2.00 for each commission.

An amendment to the Factories Act gives the Lieutenant-Governor-in-Council power to appoint in any city or town having a population exceeding 5,000, two persons, one to represent employers and the other to represent employees, and these, together with a third to be appointed by the attorney-general, shall constitute an advisory committee, whose duty it shall be to recommend to the chief inspector such

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Canada's Railway Equipment

At the End of 1917 She Had 38,604 Miles of Railway Capitalized at $1,985,119,991, or One Mile, Capitalized at $50,000, for each 196 persons.

By J. L. Payne

IN 1907, which seems like yesterday, in the swift movement of events, there were 8,108 miles of railway west of the Ontario boundary. In 1918 there were 18,647. Bound up in that fact lies the kernel of all that we have come to speak of as our railway problem, according to the Drayton-Acworth report; for it was the rapid multiplication of mileage in the western provinces in the years following 1907 which over-taxed our powers of digestion. From being copeptic in respect of transportation facilities, to borrow a favorite word from Thomas Carlyle, we became somewhat dispeptic. The report to which allusion has just been made puts the diagnosis in other words, but the meaning is the same. It would, however, be a blunder to locate the causes of our problem within that limited chronological space. Railways are not built quickly. The thing really began about 1902, if one is compelled to decide upon a definite date; and, inasmuch as the historical aspect is more or less vital to a clear understanding of what followed, it will be well to get a firm mental grip on what occurred just before the pivotal year indicated.

Our Overarched Optimism

In the retrospect we shall only find one word that fittingly expresses the state of the public mind at that time—for there is such a thing as concerted thinking on the part of the people as a whole. It is the word Optimism. Everybody was hopeful. It was a time of almost universal speculation. Money was being made, and lost, too, in large sums. Commercial and industrial activity were set to a new scale. Going back but a few years we come to the genesis of this feverish experience. About the year 1896, a period of steadily rising prosperity began, not only on this continent but throughout the world. All statistics reveal it. That year also marked the slow but inexorable rise of food prices, which carried with them all other prices, and created what is the world's gravest economic problem today. This vast movement took on itself the characteristic of a wave, and was what led Hon. W. S. Fielding, with pardonable myopic vision, to declare in 1904, that we had reached the crest. He was ten years ahead of the schedule. At first it was feared that the thing was a mere spasm—ephemeral, fleeting, unstable—and would quickly give way to hard times. Caution checked enterprise. In Canada, chastened by experience, we were particularly anxious to be on the safe side.

In 1902 two specific convictions suddenly seized the public mind: First, that the prosperity which had begun six years before had taken on the character of indefinite permanency; and second, that we must have more railways, or lose our full share of the prevailing prosperity. Subsequent events amply justified the first conclusion; for the initial break in trade and industrial expansion did not happen until 1914. The second was based on the more or less new-born belief that we had greatly under-estimated the potentialities of the West. The logical sequence of thought led to a decision in favor of extensive railway projects. The Grand Trunk Pacific was born in that year, and took shape in parliament in 1903. So, too, in a definite way was the Canadian Northern born as a transcontinental system. Money was to be had quite easily on the guarantee plan—which later sent some of its chickens home to roost. There were no obstacles in the way of heavy financing.

A Nation in a Hurry

Let us pause right here and get another fact clearly established. The people were practically a unit in the matter. Everybody was hurrahing and hurrying. Popular conservatism had given place to a spirit of adventure. There was a general call for haste. Sir Wilfrid Laurier, sensitive to the temper and impatience of the people, in introducing the Grand Trunk Pacific scheme to parliament exclaimed: "Pray God it may not be too late!" There was not only a universal belief in the urgent need for larger transportation facilities, but there was an equally general conviction that our national progress would be measured only by the speed and the extent to which railways were constructed west of Lake Superior. There can be no doubt of all this. It is the obvious lesson of history, so recently and sharply recorded as to leave no room for a contrary conclusion. Therefore—and this is my immediate point—everybody was in the same boat. If mistakes on the side of over-confidence were made, the blame must be distributed over the shoulders of the whole people.

A Period of Rapid Construction

Having cleared the air, as it were, we can now turn back and in a leisurely way follow up the course of events after 1907. It would be interesting to go back of that year and trace the history of railway building in the West from the very commencement; but an insurmountable barrier blocks the way. There are no statistics available, except of the most general character, anterior to 1907. We know how many miles of railway there were in the Dominion; but that total cannot be accurately distributed among the various provinces. It was in 1908 that our present statistical system was adopted and given effect for the succeeding year. It is very analytical. In all essential regards it is identical with the system of the Interstate Commerce Commission, which was at once the product of Professor Henry C. Adams' genius and the combined skill of all the railway accountants of the United States and Canada. This harmony of method on both sides of the line permits an accurate comparison between the railways of the two countries. Other nations are far behind in the matter of comprehensive transportation statistics.

In order that the development of railways in the West since 1905 may be seen at a glance, I have extracted the following facts for alternate years, with regard to mileage from the official records:—

Showing Rapid Increase in Railway Mileage in Four Western Provinces

Provinces	1907	1909	1911	1913	1915	1917
Manitoba	3,674	3,203	3,447	3,924	4,378	4,494
Saskatchewan	2,025	2,631	3,129	4,624	5,197	6,194
Alberta	1,521	1,921	1,494	2,819	3,174	3,443
British Columbia	1,888	1,996	1,818	1,952	2,199	2,893

The figures for 1918 are not yet available; but it may be assumed with safety they would not materially alter the foregoing statement. Probably as many miles of old line were taken up during the year as there were miles of new line put in operation. The showing as it stands is quite phenomenal. It simply means that during the ten years between 1907 and 1917 there were 10,579 miles of new road opened for traffic in the four western provinces. The magnitude of this growth will be appreciated when it is pointed out that there were not that many miles of railway in the entire Dominion in 1884. Or, viewed from another angle, there was as large a mileage west of Ontario in 1917 as there was in the whole of Canada as late as 1902. It is probable that today nearly 50 per cent. of the total railway mileage of the Dominion is located in the West; yet the West has but 28 per cent. of the total population. The population of Manitoba, Saskatchewan, Alberta and British Columbia may be roughly estimated at 2,100,000. On that basis those four provinces have one mile of railway to every 113 persons. It is not easy to give exact figures for the purposes of a comparison; but it is quite certain there is not another group in the world having so high a railway mileage on the basis of population.

This point as to railway mileage and population is well worth more than passing attention. Taking first the domestic view, we have the following facts for the various provinces:—

	Miles of Railway	One Mile to every
Ontario	11,949	328
Quebec	4,734	323
Manitoba	4,494	138
Saskatchewan	6,194	106
Alberta	4,444	112
British Columbia	2,893	101
New Brunswick	2,089	150
Nova Scotia	1,629	247
Prince Edward Island	278	139
Yukon	102	84

The missing mileage from the total of the above figures is located in the United States. This may seem anomalous at first sight; but it must not be forgotten that both the Canadian Northern and the Canadian Pacific have a considerable mileage outside the boundaries of Canada, which must, nevertheless, be taken into the count. The short line of the C.P.R. across the State of Maine is an example.

One Mile to Every 196 Persons

Not only have the western provinces an unparalleled railway mileage in proportion to population, but that distinction also attaches to the Dominion as a whole. Canada leads all nations in that respect, with one mile of line to every 196 persons. The United States comes next with a mile to every 304. Great Britain runs up as high as 1,048. The unit for Germany is 1,696, and for France 1,241. The Dominion stands quite alone by another standard of measurement, in having one mile of railway to every 27 square miles of territory; but her isolated position this time rests on the fact that she is at the foot of the list. Measured by population she holds first place among the nations; measured by area she holds last place. Of course, this latter situation is accounted for in some measure by the vast number of square miles of territory within the boundaries of the Dominion, chiefly in the extreme north, which are not only unsettled at the present time but which are probably incapable of supporting any considerable population.

Thus far we have been taking more or less special account of the growth of railway mileage west of the Ontario boundary. Let us now see what has happened in this regard within the Dominion as a whole. For this purpose a short table of the situation at the end of five-year periods will answer:—

1882	5,997
1887	12,184
1892	14,964
1897	16,950
1902	18,714
1907	22,462
1912	29,722
1917	38,604

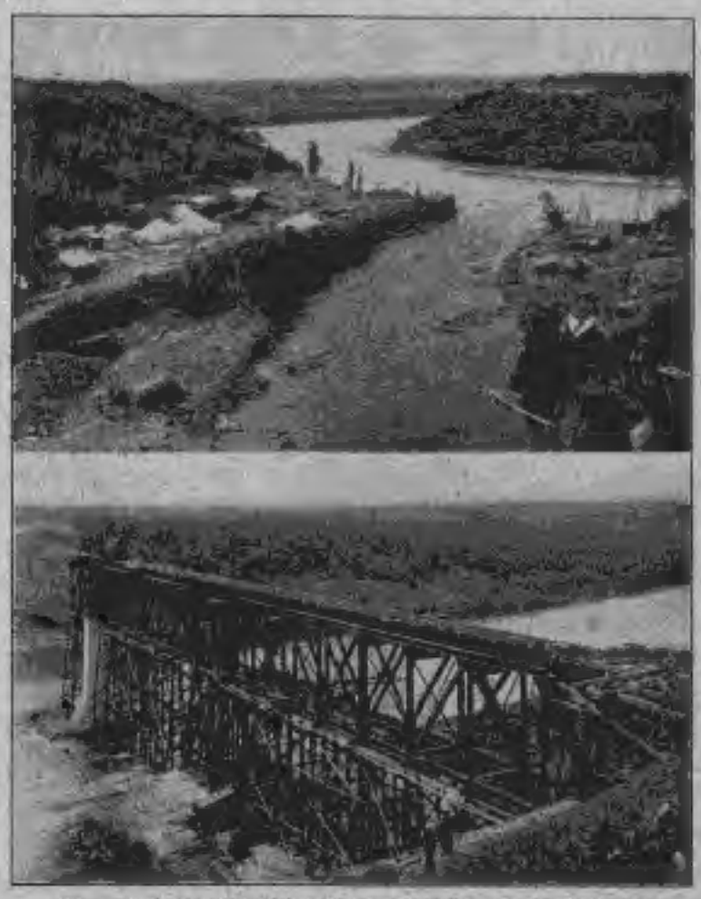
Even a casual study of the foregoing figures will show how rapidly railway construction proceeded in the second period as compared with the first. Between 1877, when the mileage was 5,787, and 1897 the increase totalled 10,763 miles; between 1897 and 1917 it ran up to 22,654. The movement gathered momentum in proportion to its own increasing weight. This speeding-up as the laying down of mileage was quite naturally reflected in rising capitalization. The facts in that regard are as follows:—

1882	$ 360,024,397
1887	642,026,991
1892	649,526,169
1897	719,441,124
1902	933,208,710
1907	1,171,927,809
1912	1,588,937,528
1917	1,985,119,991

Increasing Capitalization Per Mile

If anyone who is interested should take the trouble to work out from this last table and the one preceding it, the capitalization per mile, he would find a steadily ascending quotient. For example, capital per mile in 1882 was,

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Thousands of Miles of Canada's Railways are Built Through Difficult Country Scenes on the Grand Trunk Pacific in British Columbia

United Farmers of Alberta

Conducted Officially for the United Farmers of Alberta by the Secretary

H. Higginbotham, Calgary, Alta.

Touring Battle River

Director Spencer Finds Farmers Keen for Independent Political Action.

AFTER forming the local at Metiskow, it was my intention to return up the line as far as Amisk the same evening, but owing to the stores I was unable to get there. I therefore took the midnight train for Hughenden, arriving there at an early hour. Hughenden local, although small in numbers, has the chance of being one of the best in the constituency, for they have no lack of ability if they will only make use of it and organize thoroughly. The meeting was good, some important resolutions on independent political action were passed, and three new members enrolled.

At 3.45 a.m. I took train for Hayter, Mr. Watson kindly met me at Provost and later drove me to Hayter. To my great disappointment the meeting had not been properly advertised, and this, coupled with the bad weather, produced no meeting. Leaving Mr. Watson's on the 14th, I attended the new local of Ferry Hill, N.W. of Provost, that being their meeting day. The weather and trails being bad necessitated my staying in the district for the night, and the next day arrived at the homestead.

On the following morning I left home to go to Claysmore, via Edmonton. At Claysmore a good number attended and the meeting went off well. About three o'clock a.m. the train carried me to Vermilion, from which point I had to start to Rosylvia. This place is some 20 miles north. The meeting took place in the local church, which building was completely filled. Rosylvia was started only last year and shows great possibilities. The true U.F.A. spirit seeming to prevail. From this point I am getting help to organize the north country.

A morning drive on the 20th landed me at Dewberry, here the meeting was held in the evening when a goodly crowd turned out. They could, and probably will, strengthen their membership by taking in the women. The following day I attended a district meeting at Tring, where the meeting was good. Valuable work can be done by a district association where the delegates compare notes on the success or failure of their respective locals, and take pointers from the successful ones. An evening drive of some distance brought me to Streamstown, where a meeting was to take place the following day. Here I found the Warwickville meeting written off on account of the "flu," and the secretary of Streamstown had switched my engagement to Kitscoty. The meeting there being in the evening arrangements were made for a meeting at Blackfoot for Saturday afternoon.

Streamstown meeting was a decided success, and I marked a district forward movement since my last visit two years' ago. A speaker from a neighboring local added interest to the meeting. I might state that the fee to join this local is $3.50, and they find they need the extra money to finance themselves properly. The early hours of the morning saw us disperse, and with a short sleep and a late breakfast, my host and I were on the road to Blackfoot, some eight miles distant. Owing to the shortage of notice given, the meeting was not large, but a good local exists at that point. The meeting over, there was just time for supper before driving to Kitscoty, where the meeting was called for eight p.m. This local, like many that hold their meetings in town, was not in a very healthy condition, but the fact that they are persevering with small numbers augurs well for the future. A local I visited a year ago (Winona) had not as many members as Kitscoty, but within the year they increased to over the hundred mark. Let us hope Kitscoty will do the same.

My next appointment was at Earlie, some 14 miles south. Here is what might be rightly termed a real live local. During the last year they have lost members by forming two new locals in the vicinity. Today each of them is vieing with the other for the greatest membership roll. The losers are to supply a turkey supper. The meeting was held in a nice hall belonging to the district, and a goodly number attended. After the talk on U.F.A. matters we enjoyed an impromptu debate and concert, leaving for our next meeting the following morning.

An appointment at Tollard, some half-day's drive due west, forced my host and me to rise rather earlier than we wished. The trail was bad as there was no traffic that way and the snow was going, but we made the journey safely and held our meeting on Tuesday night. On account of the surrounding country being well organized the membership is small but enthusiastic. At this meeting I was helped out by my host of the previous day.

Wednesday's drive was a long one, west and south till Battle View was reached. For some reason the people have not made a success of this local, and I therefore hope the members will join the surrounding ones. Thursday saw me start for home which I reached after 20 miles of trail, 20 by rail and again 12 by trail.

In conclusion I might say it was good to see how the farmers, at last, realize the necessity of organization, and especially of taking definite steps in regard to independent political action.—Henry E. Spencer.

Protest Ranchers' Cattle

We had a well-attended meeting and a live one on the 12th. A resolution was submitted and adopted to govern future admittance of members. A letter was written to Tring district association to ask them to make Kitscoty their centre. This would be an inducement for us to join and might also capture some unions south of the C.N.R. A legislative committee was nominated with instructions to draw up a strong resolution re the manner in which help has been given to apparently wealthy ranchers to swamp the country south of Blackfoot, with cattle, while at the same time ministers Marshall and Boyle have practically said that this is the last year assistance will be given to farmers to get seed grain through municipal or government aid.

Members of this union who had been appointed to attend a meeting at Kitscoty for a talk about the coming Wainwright convention, made their report. We seem unanimous that, for an election of independent members, it is necessary to get support of other voters in addition to the farmers'. The secretary was instructed to write the labor party for a copy of their platform. F. George (one of us), has met with a bad accident, and a letter of sympathy was sent. —Jas. Stone, secretary, Blackfoot, U.F.A.

Gold Watches for Veterans

At a union meeting of the Lone Butte U.F.A. and Red Cross, a committee of two was appointed to advertise the boys' and girls' conference in this vicinity, and to look after the boys and girls while attending the conference. It was decided to present gold watches to the veterans of this district as a token of appreciation.—Secretary, Lone Butte, U.F.A.

Peace River Progress

A district association has been formed north of the Peace River, to comprise the following seven locals: Blue Sky, Griffin's Creek, Lost Lake, Keradale, White Swan, Bear Lake and Strong Creek. The chief object in thus banding together is the promotion, not only of co-operative buying and selling, but also of united effort towards effecting reforms and improvements for the betterment of the farmers' condition, both socially and economically. Potatoes will be ordered in car load. The installation of a telephone system was a popular theme, and the prospects for obtaining this adjunct of civilization are promising. Establishment of a creamery wins approval, and the locals are asked to take a census of milch cows and forward the results to the association secretary. Rural hospitals received some attention, but no action for the present will be taken thereon. Railway connection with the country to the south, aroused comments from many speakers, and the E.D. and B.C. will be asked to go ahead with grading this summer.—H. L. Dendas, secretary, pro tem., Bear Lake District Association.

West Railroad Finished

Hope Valley local was reorganized early in the year by director H. E. Spencer. We held two or three meetings in the schoolhouse, but decided to move four miles south to Rosedale Hall, with the idea of having a strong local and doubled our membership at the first meeting. The question of petition to Government and G.T.P. to finish building Wainwright to Battleford branch line was discussed, and we decided to send delegates to Edmonton from along the present survey from the boundary line to Wainwright, expenses being paid by voluntary contributions.—H. Pugh, secretary, Hope Valley local.

Extend Farmers' Hall

We had a meeting at Farmers' Hall, with an attendance of 23, and had a keen evening. Previous to U.F.A. meeting our Horse Club met and discussed their business. We are putting a considerable extension on our Farmers' Hall. Cold weather has delayed work, but with the present weather we are in hopes of speedy work. Gangs have volunteered to finish it and we are making arrangements to have a cracking good opening night. Instructions were given to have a resolution sent to the minister of municipalities for the adoption of the Highway Act. We are in favor of political action and calling a convention.—Jas. Stone, secretary, Blackfoot local.

The Humorous Touch

In a recent issue of The Guide, I noticed an item, "We elect a secretary and then he goes home and takes a rest for a year." Well, as I happen to be one of the goats, I'll try and come to life. There was nothing said as to the ability of our honorable presidents' resting powers.

At our last meeting our honorable president, A. C. Campbell, filled the chair completely. Our board of directors had to be called to account for not attending to business. L. J. Smith, our delegate sent to attend the meeting addressed by President Wood and Mr. Fleming, at Hanna, reported, and I can say cheerfully he did his part creditably.—N. B. Markel, secretary, Clivale local, Clivale, Alta.

Grande Prairie Booming

We have already an increase of 26 members over last year. We have 100 members, including the women, who have now organized a U.F.W.A.. The district association convention was held under the auspices of our local last month, President H. W. Wood, being present. It was a huge success from start to finish and was held in the Grande Theatre. On the second night of the convention an entertainment and dance took place, the proceeds being well over $200, being sufficient to pay all expenses of the two days' convention and giving us a surplus of $65.—P. J. Tooley, secretary, Grande Prairie local, Grande Prairie, Alta.

Try This Plan

Have the honor of being president of one of the most thoroughly live locals in northern Alberta. A number of our members are thoroughly posted students of the issues of the day. On March 19, 14 of our members journeyed to attend a meeting of the Smoky Lake local, travelling by team from ten to 16 miles on a severe night to report the convention of the U.F.A. to a local which did not send a delegate. Ten out of 14 of our delegates addressed the meeting on convention, also on different planks of the Farmers' Platform. We believe our efforts will result in greatly stimulating the local, which up to the present seems to have a hard time to exist. The farmers of this centre are organizing a Co-operative Creamery Association, with powers to branch into other fields if we should deem necessary.

Our local have important subjects coming up at every meeting, such as More and Better Roads, The Municipal Districts Act, etc. The local also partly furnishes the program for a weekly social gathering held on Friday evenings.—R. C. New, president, Clodford local.

Progress Around Lethbridge

Although the second visit of the "flu" in Lethbridge constituency has greatly hindered us in our U.F.A. organization work, yet nine new locals have been organized and new life and added interest put into many of the old ones. When other classes of people refer to what the farmers are doing they have in mind those that are organized, therefore in order to wield any influence and be counted, it is very necessary that every farmer should join the U.F.A. where he can help secure the many reforms that are so badly needed for the farmers and all other classes of common people.

We were fortunate in having President Wood and Mr. Platt, of the U.G.G., visit and hold meetings at the following places: Lethbridge, Coaldale, Cardston, Magrath, Raymond and New Dayton. Some of the meetings had 500, or more, people in attendance, and good results will surely follow. When seeding is over we expect another visit from our president at Grassy Lake, Taber, Sterling, Milk River, Warner, and as many other places as time will permit.—Lawrence Peterson, Barnwell, Alta., director, Lethbridge constituency.

East Edmonton Riding

Mr. Andrew, Rafa, director for the East Edmonton constituency, has been holding a series of meetings since the convention. Up to the middle of April Mr. Rafa had addressed 12 meetings in his constituency and he states that the sentiment at all meetings was excellent, and that the farmers are especially keen for the reduction of the tariff and for political action. In fact, Mr. Rafa states that he has yet to meet the first farmer to take exception to the stand which the U.F.A. has taken on either of these questions.

U.F.A. Briefs

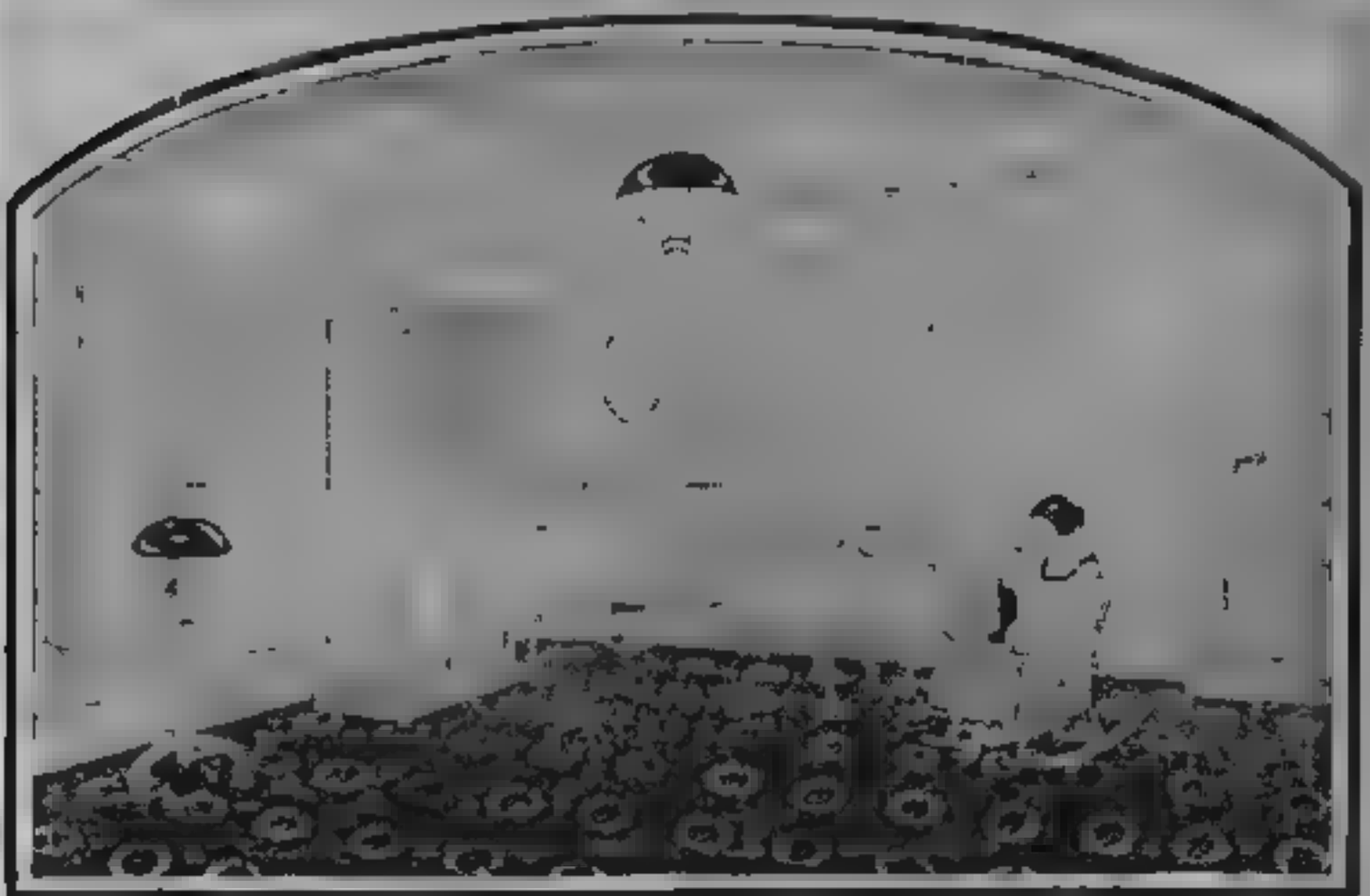
The second meeting of the Heather Blue local was attended by about 60 members and residents of the district. The membership was increased by 27, making a total of 58 paid-up members. Among this number are five juniors, and the Heather Blue Union expect to make the junior branch second to none in the province.

Although we have not been making very much noise lately, I assure you we are sawing wood just the same. As soon as we get our seeding done, I intend to get busy and get out and do some missionary work, as it is surely needed in my district. The U.F.A. principles and Farmers' Platform will be a winner sure. Let us all stay with them, as they are good enough and broad enough for every one.—Geo. G. Huser, director, Calgary constituency.

The farmers are taking great interest in the U.F.A., which is becoming a very popular organization in this district.—C. F. G. Kirby, secretary, Rosebud Valley Local.

At a recent meeting of Ray local it was decided to erect an U.F.A. elevator at Volmer, and a committee of three appointed to work out plans.

Our local at Olds is very active, and to date has enrolled 130 members.



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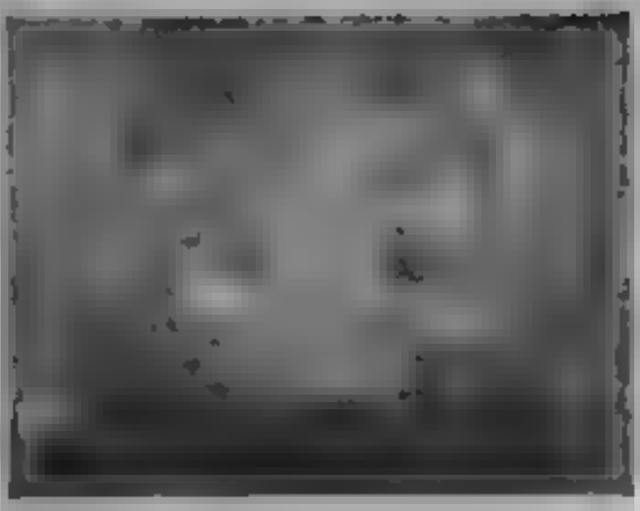
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S.G.G.A. and Political Action

Local Ownership Is Fatal to Calling Political Conventions—By J. B. Musselman

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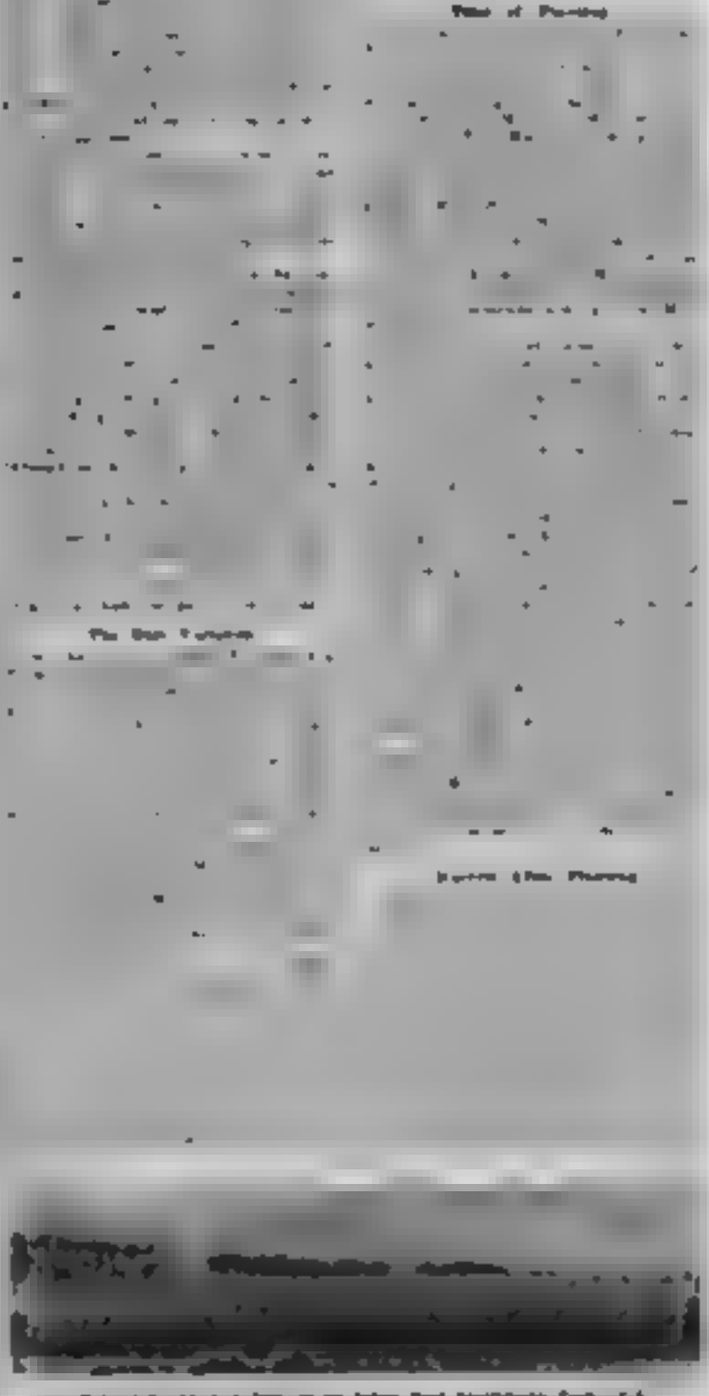
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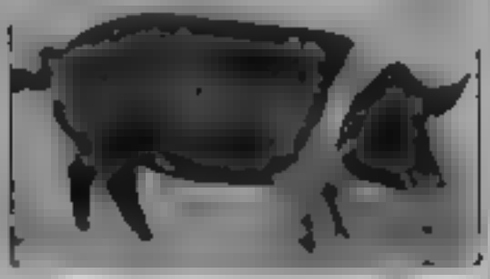
Gold Standard

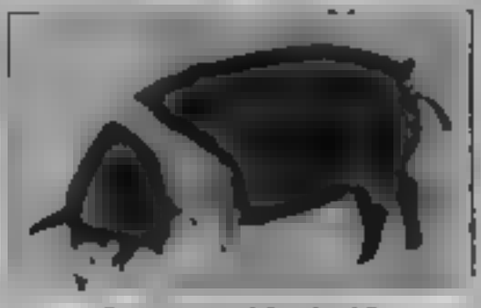
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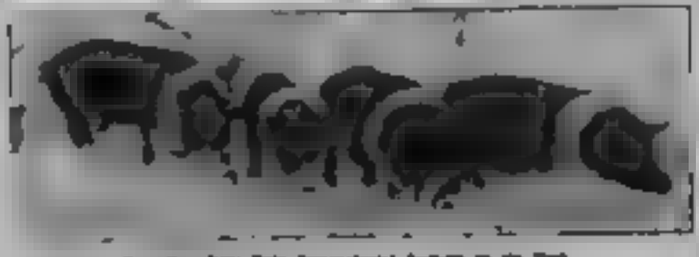
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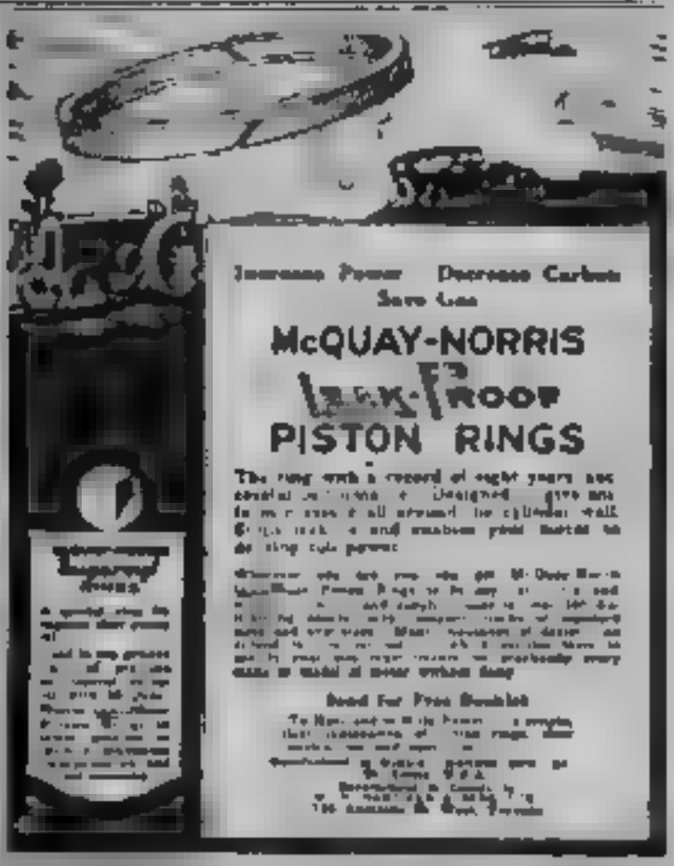
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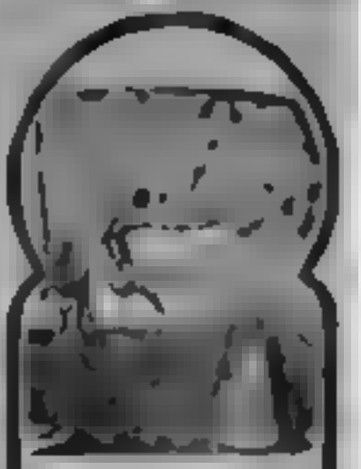
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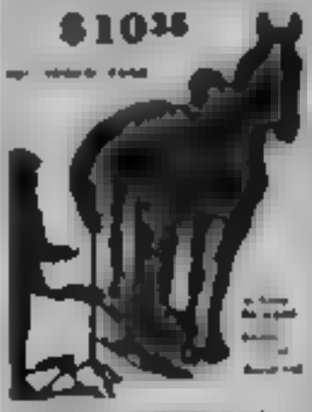
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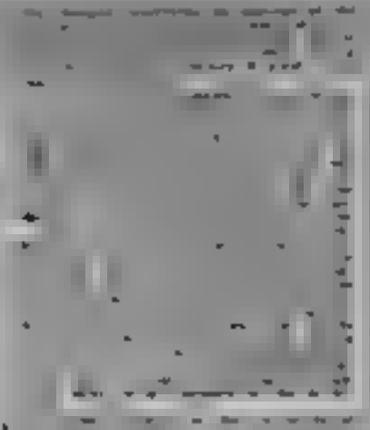
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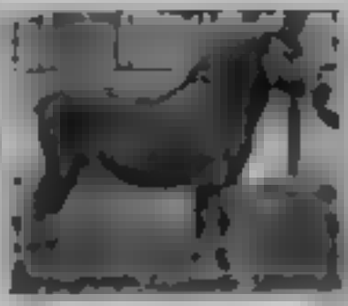
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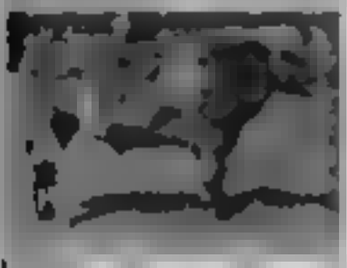
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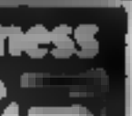
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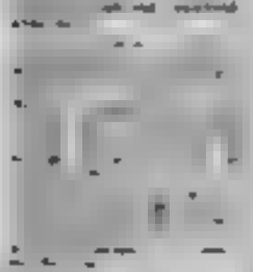


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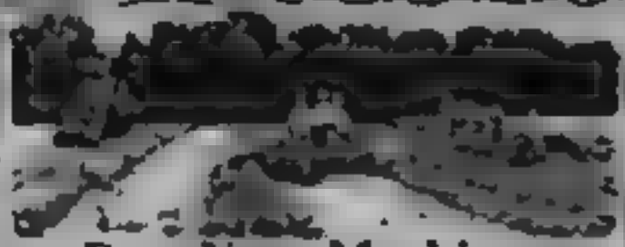
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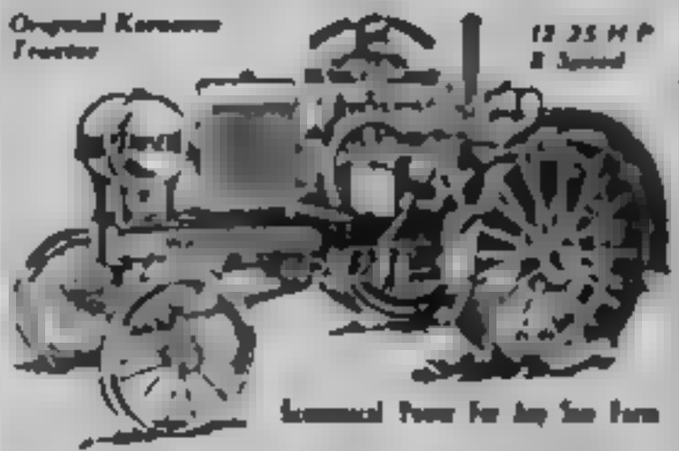
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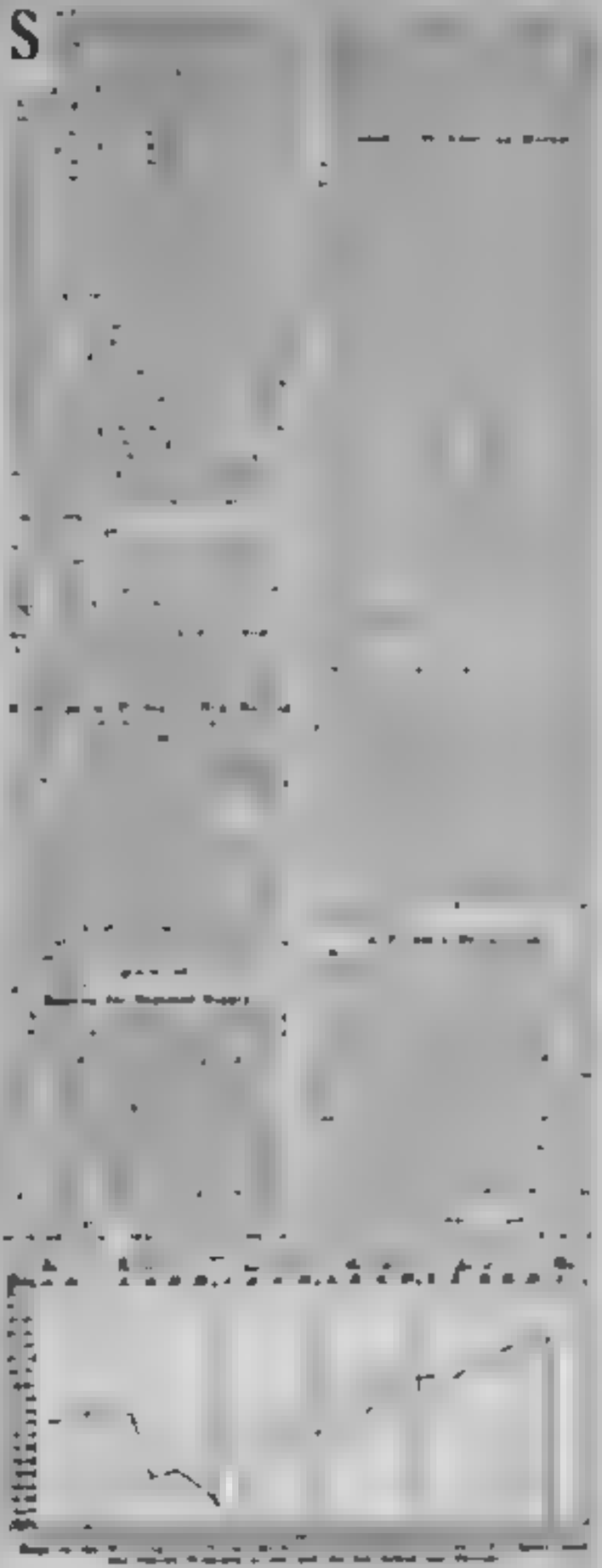
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UNITED GRAIN GROWERS LTD.

The Organized Farmer in Business

WINNIPEG EDMONTON CALGARY

Two-Furrow High Lift Gang Plow



[illegible]

$123.00 **$126.55** **$128.75**

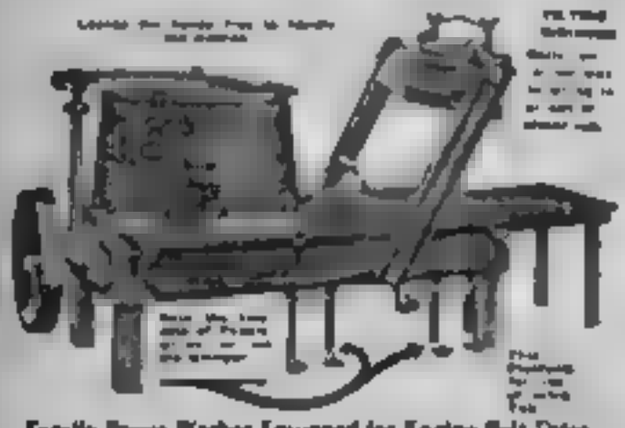
UNITED GRAIN GROWERS LTD.

The Organized Farmer in Business

WINNIPEG REGINA SASKATOON CALGARY EDMONTON

The "Meadows" POWER WASHER

The Machine with Pedal Control



Family Power Washer Equipped for Engine Belt Drive

[illegible]

UNITED GRAIN GROWERS LTD.

The Organized Farmer in Business

WINNIPEG REGINA SASKATOON CALGARY EDMONTON



He was going to insure tomorrow

But the hail storm came and a penny did his crop earn him last year. This year he will have Municipal Hail Insurance and an additional policy in the

Car and General Insurance Corporation
OF LONDON, ENGLAND

[illegible] policy he is not representing the Organized Farmers. Instead of waiting for the agent to call on you, write direct to the

INSURANCE DEPARTMENT

UNITED GRAIN GROWERS SECURITIES

The Organized Farmer in Business

CALGARY SASKATOON

Where the Mainspring is Wound

Co-operative Effort is the Mainspring of the Farmers' business
How it is Wound at the Annual Meeting



WHAT is a main-

it is more than

find a main-

Private profit is the ma ng

ling so that some person or persons can make a profit. That profit is what supplies the driving force of ordinary business.

But the mainspring of the Farmers' Company is co-operative effort. Co-operative effort keeps the wheels turning in the Farmers business

Through the mainspring of Co-operative effort the farmer applies a steady force, safe and strong and sure, to the running of his business

operation to their own business:

The meeting consists of over

only in the Local Meeting.

The Farmers' Meeting is com-

gate is elected. In the ordinary company most of the shareholders

or two:

The Meeting receives full information and discusses it fully. This is a great contrast with the ordinary company The Farmers' Meeting gets full informa-



rea governing body The delegates use such information to guide their votes and also they report it back to the Locals

The Meeting con-

consideration. This procedure is

a very valuable means of

Company as the ordinary com

ery of Locals to enable its share-

Company of the greatest possible use? How can



are there, not

pany was organized ordinary business was not equal to the demanded of it in the West It conducted affairs with a view only the Farmer instead of considering

mainspring.

This is the Ninth of a series of articles about the Farmers' Movement published by United Grain Growers Limited



Let Your Family Be Comfortable and Happy

PEASE HEATING SYSTEMS

PEASE WESTERN FOUNDRY LTD.
Dept. 14 Winnipeg, Man.

SAVE FROM ONE-THIRD TO ONE-HALF THE COAL

Royal Cord

The Master Creation of Canada's Leading Tire Builders



WERE ease and comfort their only superior qualities, they would still be the choice of every car-owner who could afford them.

But they are more than a luxury, they are a delightful economy.

Their marvellous construction of tens of thousands of cords, each imbedded in pure rubber, makes a tire that is practically proof against blow-outs. Yet so yielding and resilient is the tire-structure and tire-wall that the shock of most road obstructions is absorbed. It also relieves the non-skid tread of a portion of its strain, and reduces side-slipping without impairing the ease in steering.

Careful tests show that a car equipped with "ROYAL CORD" TIRES makes more miles per gallon of gasoline than the same car can make on fabric tires. This saving alone pays the difference in cost.

With blow-outs reduced to a minimum and a practical saving in gasoline, there is ample proof of the sound economy of "ROYAL CORD" Tires.

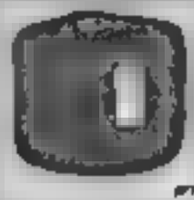
Then, too, there is the luxury of easy riding, and the assurance of having the finest tires that can be made.

"DOMINION" INNER TUBES

are made expressly to fit "Royal Cord" Tires as well as the other fine brands of Dominion Tires. Be sure to have your tires fitted with the "Dominion" Inner Tubes.

DOMINION TIRES and ACCESSORIES are distributed through DOMINION RUBBER SYSTEM BRANCHES and sold by the best dealers throughout Canada. 187

DOMINION RUBBER



Binder Twine

550 Feet Standard Manilla

We have a large quantity of this twine to arrive at our warehouse in Saskatoon. Write us for quotation and prices. This twine makes binding that will save you money. Prices subject to change without notice.

SASKATOON HARDWARE CO. LTD.
Saskatoon

POULTRY

LIVE

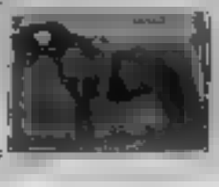
	Per lb.
Hens	22c
Roosters	18c
Ducks	18c
Geese	18c
Turkeys	25c

All prices are F.O.B. Winnipeg and are guaranteed till June 1st.

We pay the express charges on the poultry and remit same with cash for eggs and cream. Ship by express only. Prices subject to change without notice.

Golden Star Fruit & Produce Co.
WINNIPEG, MAN.

SOLD OUT OF SHETLANDS



W. D. McLENNAN - AIRDRIE, ALTA.

The Hog Market

The Frozen Market

Markets for Canadian Livestock

Shipping Grain Subscription

Saskatchewan Breeders Suspend

Quarantine for Livestock

BUY THESE TIRES

AT 40% REDUCTION

WE save you from $10 to $30 on each Tire purchased from us

BUY BY MAIL

Security Tire Sales Co.



Planning a Home--

Good plans are necessary but it is even more important to have the material and workmanship right. As great care should be taken in choosing materials as in designing the building

Gypsum Wall Plasters (Hard Wall and Wood Fibre) are recognized as the only perfect lining materials for exterior walls and ceilings, but in cases where they cannot conveniently be applied it is advisable to use the only satisfactory substitute

Empire
WALL BOARD
IT'S FIREPROOF
DOES NOT BULGE OR BUCKLE

The prospective builder should specify Empire Wall Board because

It is absolutely Fire Proof
It is a perfect non-conductor of Heat, Cold or Sound
It has great strength, both lengthwise and crosswise
It will not Warp, Buckle or Break on the job
It is More Rat and Vermin Proof
It is a Fine Reinforcement when used on exposed wooden surfaces on Mill and Warehouse construction
It is ideal for lining Garages, Business Premises, Attics and Club Rooms
It makes a perfect sheeting underlining

Sold Everywhere in Western Canada

Write for descriptive literature about "Empire" Wall Board and "Empire" Hydrated Lime

Manitoba Gypsum Company Ltd.

Winnipeg, Man.

Oats and Barley For Sale

The N. Bawlf Grain Company Limited

Jam It With Your Heel



This Varnish Stands Rough and Scuff Tests

JAM it with the nails of your heel. The nails may dent the wood but there will be no crack in the varnish

LOWE BROTHERS

Durable Floor Varnish

LOWE BROTHERS LIMITED
TORONTO

Dayton New York Chicago Kansas City Minneapolis

FARMERS' MARKET PLACE

Advertisements for those who

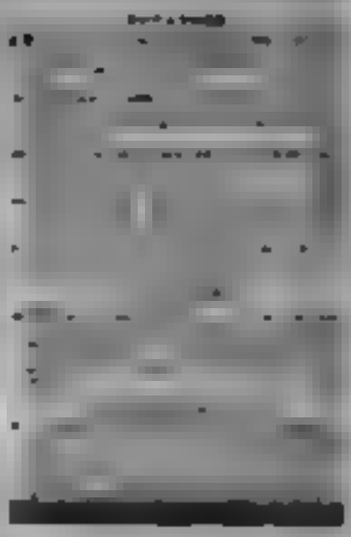
Want to Buy, Sell or Exchange

Seven Cents Per Word Per Week

THE GUIDE SELLS PIGS



THE GRAIN GROWERS GUIDE, WINNIPEG, MAN.



Protect Your Teeth



Dr Parsons

KELLNER DISTRICT FARM LANDS

20,000 Acres of Wild Land For Sale

Bob & Armstrong

FARMERS' FINANCIAL DIRECTORY

FARMERS

MAKE your banking your financial adviser. Let him help you to shape your affairs so that he will be warranted in giving you ample credit to operate your farm satisfactorily. Our aim is to assist you in every way possible.

THE CANADIAN BANK OF COMMERCE

School District Bonds

We have a good list of
ALBERTA and SASKATCHEWAN
SCHOOL DISTRICT BONDS
to yield from

$700 to $2000

which we can offer to yield

6½%

Write for full particulars

EDWARD BROWN & CO.
Bond Dealers

Dept. G 106 Canada Life Bldg. WINNIPEG

STANDARD BANK
OF CANADA

Main Office 141 McDermot Ave. WINNIPEG

The Dominion Bank
Established 1871

Paid-Up Capital and Reserve, $15,000,000
Total Assets $80,000,000

Farmers' applications for loans for farming purposes or stock purchases given special attention. Business by mail receives the Manager's personal attention.

F. L. Patton Superintendent of Western Branches Winnipeg

Osler, Hammond & Nanton
STOCKS AND BONDS. MORTGAGE LOANS, INSURANCE EFFECTED
Canada Life Bldg.
Main 3142 WINNIPEG 4 REGINA Nanton Bldg., Winnipeg

National Debt and Taxation

T...

As to the Balance of Trade

Ignoring the Material Value

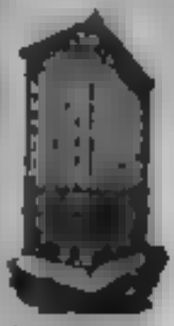
Our Farming Interest the Basis

The Farmers and Banks

Increase of Cost of Living

THE
ROYAL BANK
OF CANADA

UNION BANK
OF CANADA



Loans for Livestock

Sending Money to Soldiers



however, it is necessary to send money

THE MERCHANTS BANK
OF CANADA

Canada Permanent
Mortgage Corporation

Money to Loan

Money to Loan
on improved farm property

Lowest Current Rates

National Trust Company
323 Main Street, WINNIPEG

Farmers! Your Crop Should Be Protected
Great North Insurance Company

Empire Financiers Limited

Victory Bonds
BOUGHT AND SOLD

Nesbitt-Drennan Company Ltd.

The Old Reliable Hail Insurance Company
THE EXCESS INSURANCE COMPANY LIMITED

and fast underwriting firm in Canada

ANDERSON & SHEPPARD

Pointers for Policyholders

IT always pays to keep in force a policy that has been taken out in a good company.



—Because your health may not admit of securing another policy.

And also because the early adoption of policy insurance (not by you)

Apply the cost of a policy with interest with regular premiums and keep your policy in force.

The premiums have not been increased although the [illegible] have been increased. [illegible] Remember the provisions for paid-up and ...

Write for particulars of Mutual Policies

The Mutual Life
Assurance Company of Canada
Waterloo, Ontario

A Recipe for Riches

Reproduced from The Guide Editorial Columns of December 20, 1911

CROWN LIFE

CONSERVATIVE but PROGRESSIVE

[illegible]

CROWN LIFE INSURANCE CO., TORONTO

FORECLOSURE!!

[illegible]



ONE MILLION DOLLARS

THE
NORTHWESTERN LIFE
ASSURANCE COMPANY

[illegible]

WHEN WRITING TO ADVERTISERS PLEASE MENTION THE GUIDE

Peace Treaty in Brief

O

SHERWIN-WILLIAMS PAINTS & VARNISHES

A Right Quality Product for Every Purpose

COVER THE EARTH

Preserve That Barn

YOUR money is largely tied up in your barns, what your barns contain, in your buildings, your implements, and equipment. You will save money by giving all this property the necessary PAINT PROTECTION. To repair and rebuild later on costs more than to paint NOW

"COMMONWEALTH" BARN RED

(The S.-W. Paint for Barns, Roofs and Fences.)

is the most economical paint you can buy. It is a bright, rich red, that works easily, covers well, and dries with a fine, smooth, durable finish. Try it this year.

Save longer life to your implements, implements, engines, etc., by painting them from rust and decay with SHERWIN-WILLIAMS Wagon and Implement Paint.

Save money, too, by using S.-W. Buggy Paint and S.-W. Auto Enamel

Look up the nearest Agent for SHERWIN-WILLIAMS Paints and Varnishes—he is a good man to deal with.

Write for the booklet, "The A.B.C. of Home Painting"

THE SHERWIN-WILLIAMS CO.,

ROOFING AT FACTORY PRICES

CHIMNEY FLUE LINING

THOS. JACKSON & SONS

RATS!

WE NEED

200,000

SPRING MUSKRATS

TOP PRICE PAID

REVILLON FRERES

Prince Albert, Sask.

NOTICE

FENCE POSTS

Write for Prices

THE PRINCE ALBERT FUEL CO. LTD. Prince Albert, Sask.

PURITY FLOUR



The genuine bakeday smile is prompted by the assurance that

[redacted]

baking always "turns out well"

PURITY FLOUR

"TREAT 'EM ROUGH"



NORTHERN

Shirts and Overalls

Union Trust COMPANY

[redacted]

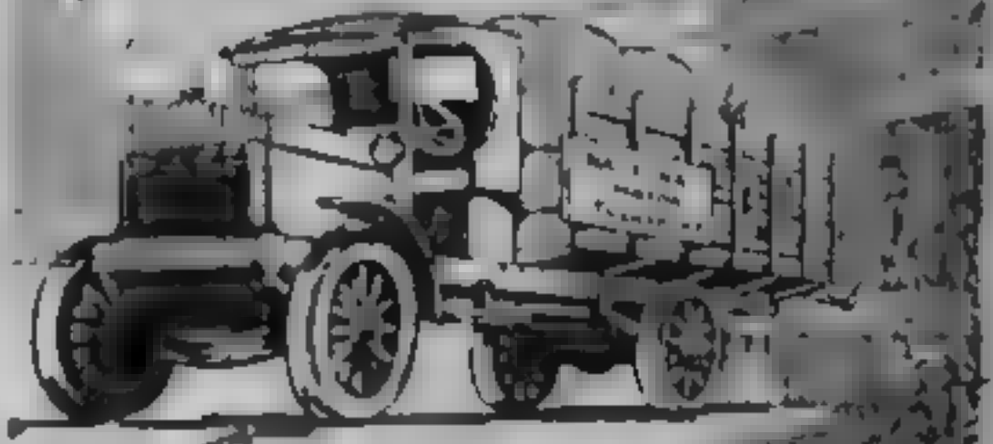
Money to Loan

NATIONAL
MOTOR TRUCKS

HAULAGE An important Question
for Every Manufacturer to Consider

NATIONAL STEEL CAR CO Limited

THE WESTERN CANADA MOTOR CO LTD



What Truck?
Ask the Driver—He knows



Thos. Jackson & Sons

The Weyburn Security Bank

Weyburn, Sask.

Maxwell

Home Water

Motor Washer



Smart in Appearance —Light on the Purse

Holeproof Hosiery

"Reconstruction" Economics

Some Questions Raised by the Protectionist Advertising Campaign Considered—



PARTRIDGE TIRES



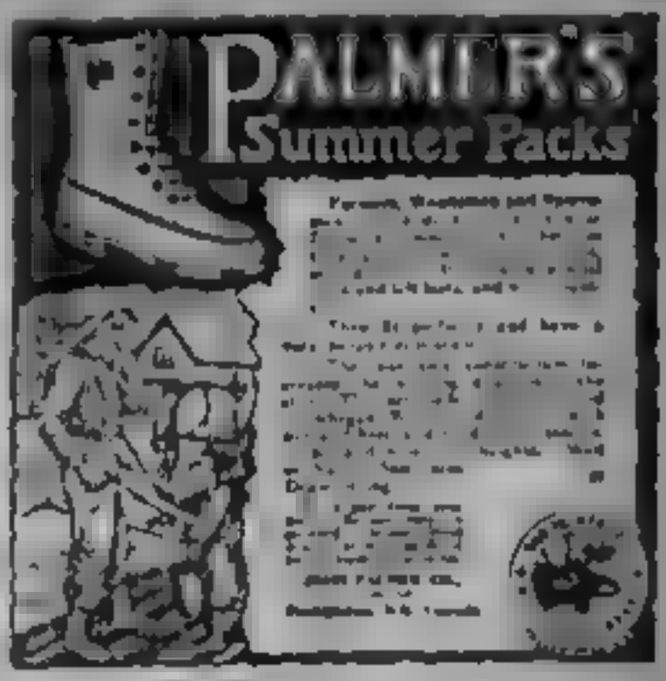
PAINT

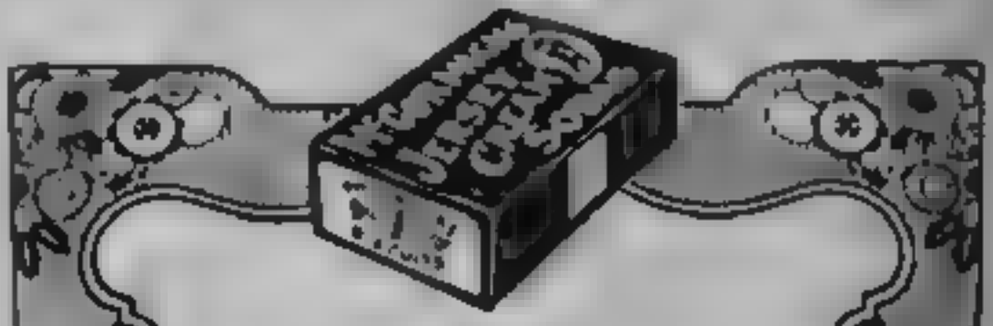
100 Gals. Red at $2.40 Gal.

Theo. Jackson & Sons

Repairing of Watches and Jewelry

JACKSON BROS.





HAVE you tasted McCormick's Jersey Cream Sodas?

They are delightful—crisp and full of flavor—All the ingredients used are of the highest quality.

A wholesome and economical food.

Sold fresh everywhere. In sealed packages.

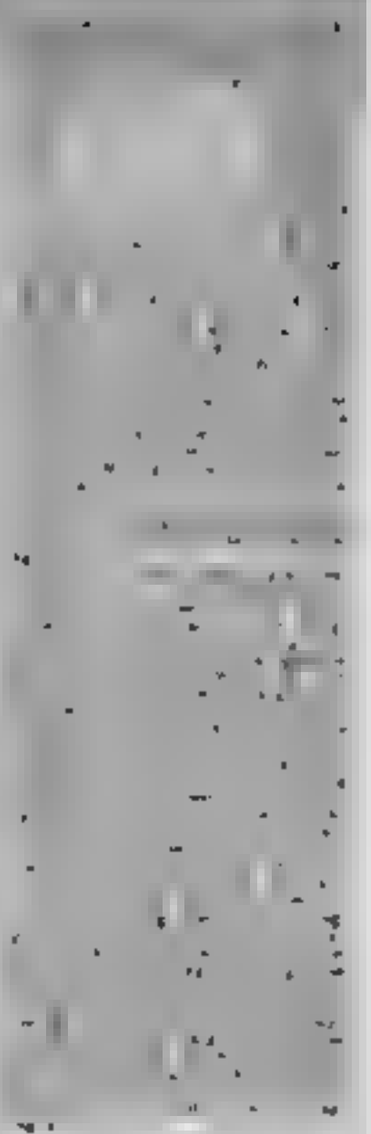
McCormick's

Jersey Cream Sodas

Factory at LONDON, Canada

Branches at Montreal, Ottawa, Hamilton, Kingston, Winnipeg, Calgary, Port Arthur, St. John, N.B





A Combination Well

PUMPS



deep. When operated by hand a Wood Pump will pump you can buy

Write and specify a Man... our Pump Dept. in large quantities.

We also manufacture Windmills, Gasoline Engines, Feed Grinders, Pump Jacks, Iron Pumps, etc.

Manitoba Engines Limited

BRANDON MANITOBA

Custom Tanning

The Wheat City Tannery Ltd.

Buyers of Hides and Raw Furs. Highest Prices. Prompt Returns

BRANDON, Manitoba







WHEN WRITING TO ADVERTISERS PLEASE MENTION THE GUIDE

Great Canadians

Mackenzie, Selkirk and Simpson—Pioneers of the North-West

By D. C. Harvey

S









Make Sure that Your Crops are Protected by a Company able and willing to pay in full

The Middle West Insurance Company Limited

Agency Contracts will be granted in unrepresented districts

ANDERSON & SHEPPARD



Why Some Furniture Never Seems to Grow Old

OLD in its associations, yes. Old in that beautiful intimate sense of affection we come to have for even inanimate things—but not old in the sense of shabbiness.

Preservation of the surface is the secret of this ever-good looks of fine furniture. It is the surface of the furniture that bears the brunt of constant wear. It is the surface we see. As long as the surface is kept perfect, the piece will give [illegible] more valuable years.

It may be some [illegible] of floors [illegible] of your home, the steps of your home. What use will do to your [illegible] the water and [illegible] feet to [illegible] destroy [illegible] Ask [illegible] what [illegible] do to your [illegible] out of use, it would [illegible]

"SAVE THE SURFACE AND YOU SAVE ALL"

Surface gives the first foothold to wear, rust [illegible] The gospel of thrift as applied to the things we own is the gospel of preserving the surface.

"SAVE THE SURFACE AND YOU SAVE ALL"

Is Your Barn Wet?

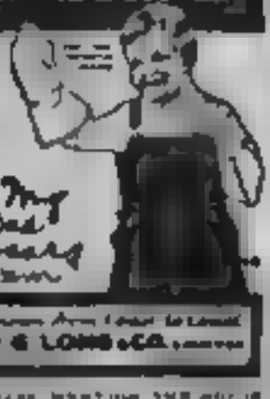




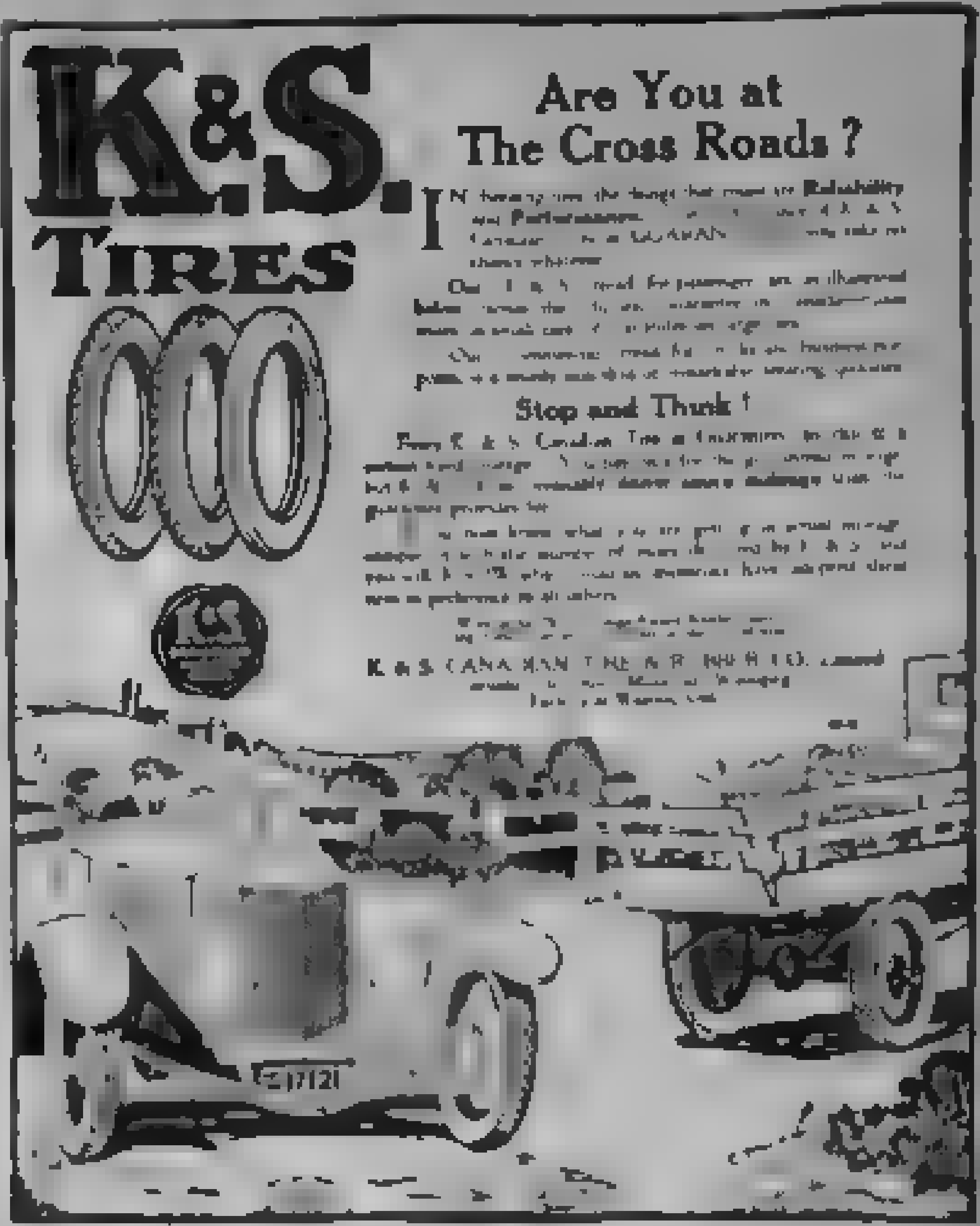
King Ventilating Co., Ltd.

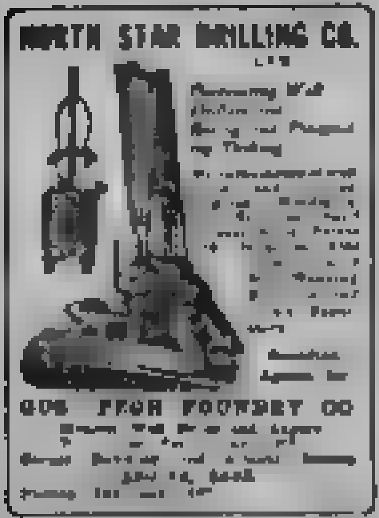
KING System of Ventilation

BOB LONG OVERALLS

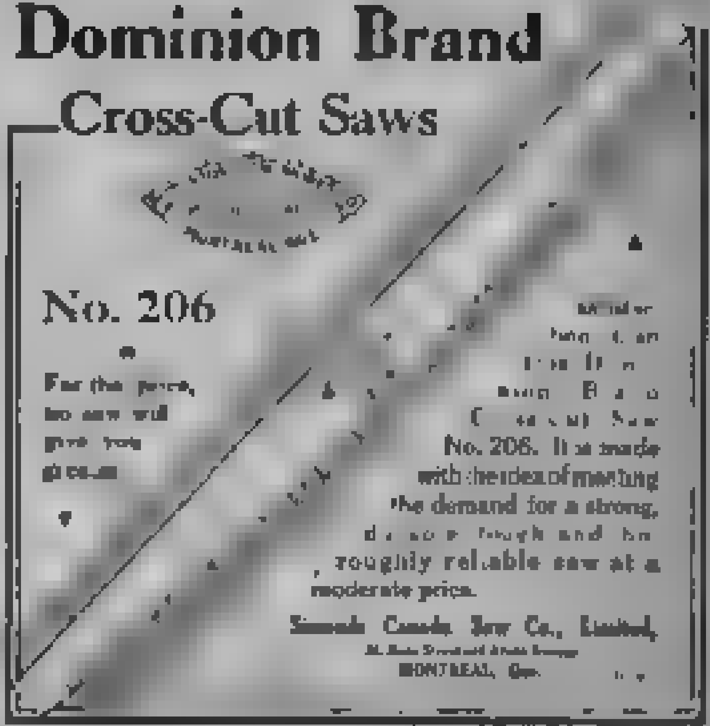


R. G. LONG & CO.


K&S.
TIRES
Are You at
The Cross Roads ?
Stop and Think !


NORTH STAR DRILLING CO.


LONDON CONCRETE BLOCK MACHINE


Dominion Brand
Cross-Cut Saws
No. 206
For the price, no saw will give you
No. 206. It is made
with the idea of meeting
the demand for a strong,
roughly reliable saw at a
moderate price.
Simonds Canada Saw Co., Limited,
MONTREAL, Que.

The Deeper Life

The Jewish Sabbath

By Rev S. G Bland, D D



9000 Records

KITCHEN'S

WORK SHIRTS

much longer ...ch virtue is exclusive with Melrose

QUEEN'S

FURS

FRANK MARSH

The Countrywoman







Many seasonable fabrics. Many styles and sizes in Men's, Women's and Children's garments.

Watson's UNDERWEAR

FACTURING CO., Ltd.

Municipal Hospitals

They Should be the Concern of Every Municipal Government that Prevents the Accidents and Ill-Health—By Rebe M. Davidson

T



domestic legislation vent neglect of any inside the home as t outside. Then, diseases not be allowed to de

Five out of Seven American Housewives

EGG-O Baking Powder

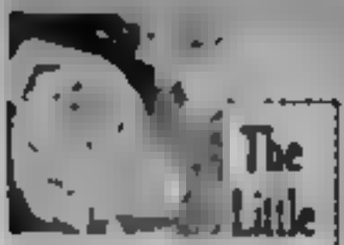
is a pure, strong, *double-acting* baking powder that Canadian housewives are finding just right for their

If you are having trouble with your baking, try Egg-O instead of the ordinary baking powders. You'll be delighted with the results

Egg-O Baking Powder Co.
Limited
Hamilton, Canada



Horse camp, absolutely typhoid scourge, and this elevated throughout the



The Little Stranger

COMPLETELY

$12.00

MRS. SCOTT



FISH NETS

WE SELL



Cottons that Stand the Rub of the Tub

pretty clothes come from the wash tub with ve color distinct and fadeless

When you buy cotton goods made by Dominion Textile Co. Ltd. you have assu

Sheeting

Rockfast Drill

Indigo Drill

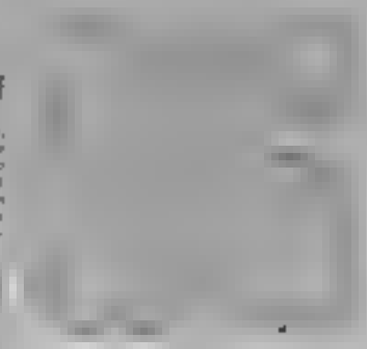
a splendid Overall material

Dominion Textile Co.

Farm Women's Clubs

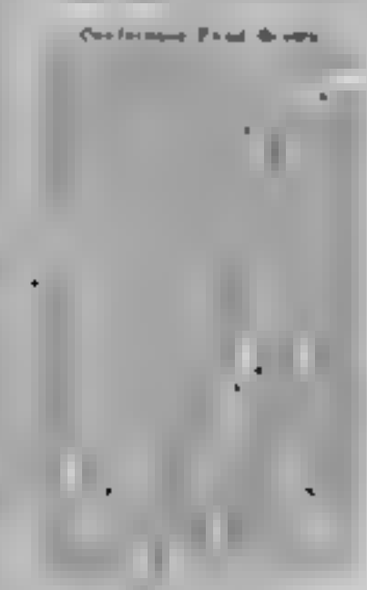
T

meeting
Auxiliary, Ap
a splendid pro
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It was the
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a meet



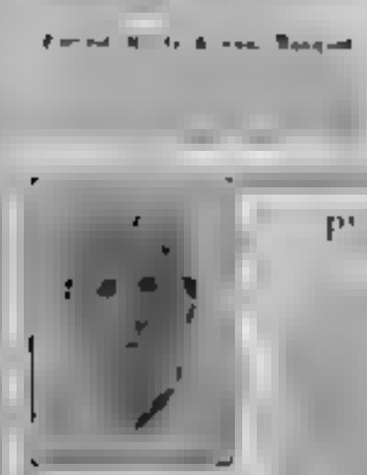










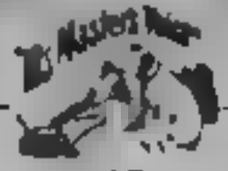












Victor Records by Mail

Heintzman & Co. Ltd.

FRUIT

Buy Direct from The Grower

Delicious Tree-Ripened

Fruit

Grown at Penticton in the

Penticton Co-operative Growers

PENTICTON B.C.

EGGS

WANTED

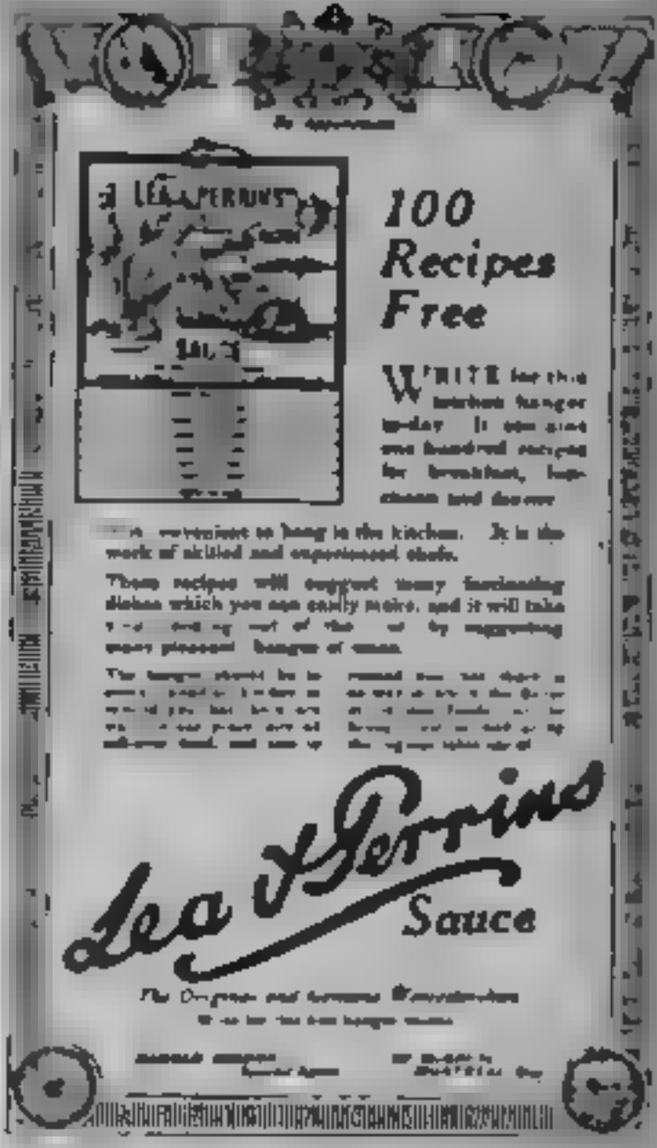
SHIP TO US!

Matthews Blackwell Ltd.



The Quality of Your Bread Is Due To

Windsor Dairy Salt



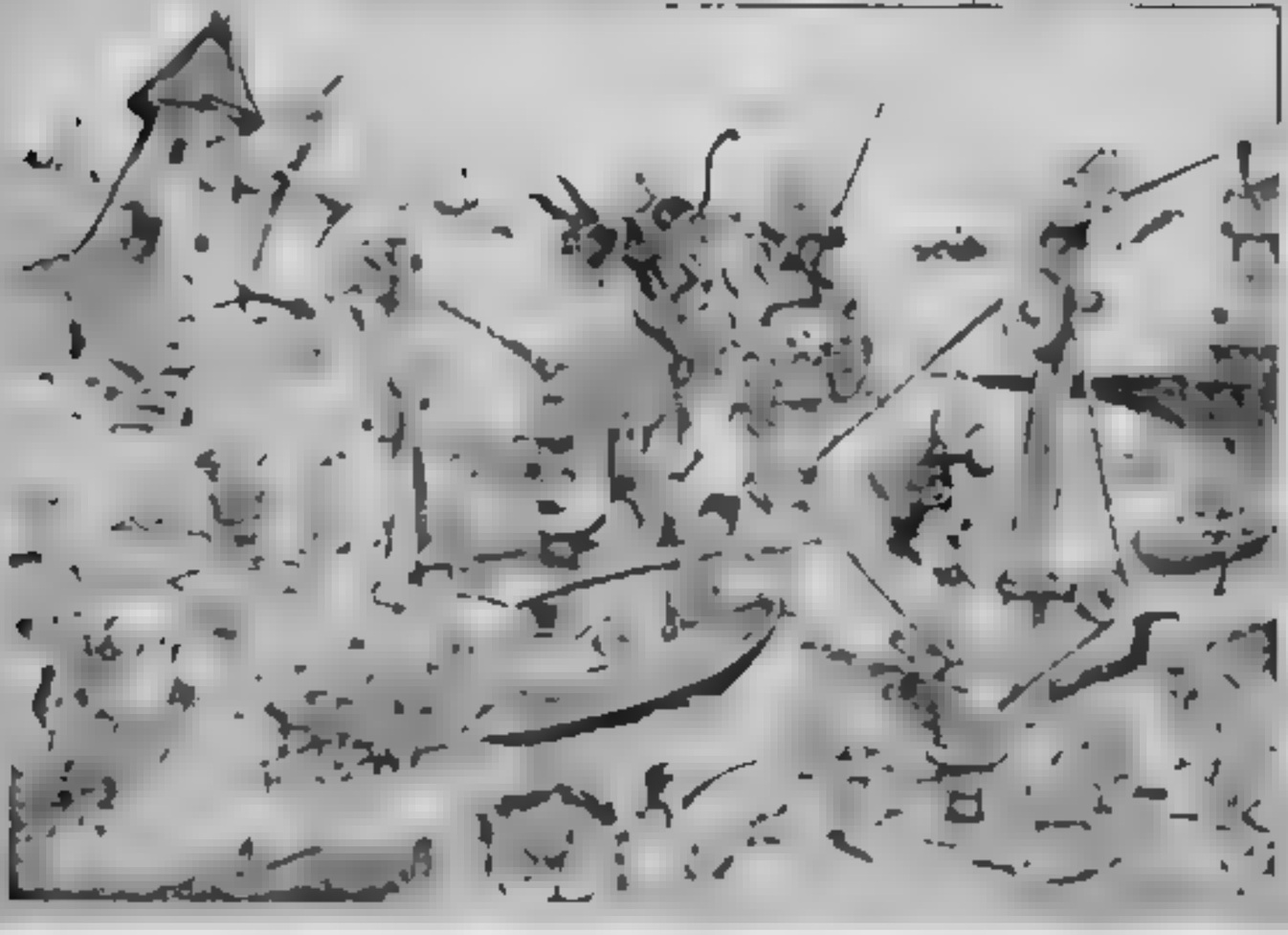
BOVRIL

24 Years the same "good" tea

RED ROSE TEA is good tea

Sold only in sealed packages

Young Canada Club



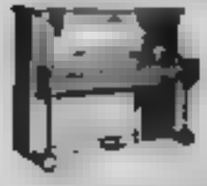
Mason & Risch Pianos
Are Safe to Buy

B[illegible]ney are—both in tone quality [illegible] finest but better than these even [illegible]

Over fifty years experience has taught us exactly what every sane piano needs in materials—and we use them.

Every owner of a Mason & Risch is a "Booster" —ask them

Sold from "Factory to Home" at lowest prices—made possible by our big buying power and twenty Factory Selling Branches



Special Bargains

[illegible]

Mason & Risch Limited
"The Home of the Victrola"
300 Portage Ave., Winnipeg

Also at Edmonton, Calgary, Lethbridge, Moose Jaw, Saskatoon, Regina, Vancouver, Prince [illegible]



Fairbanks' Farm Truck Scale

[illegible] will give you a lifetime [illegible] enduring accuracy [illegible] buyer and seller

[illegible] weighed on a "Fairbanks [illegible] disputes and put money into [illegible]

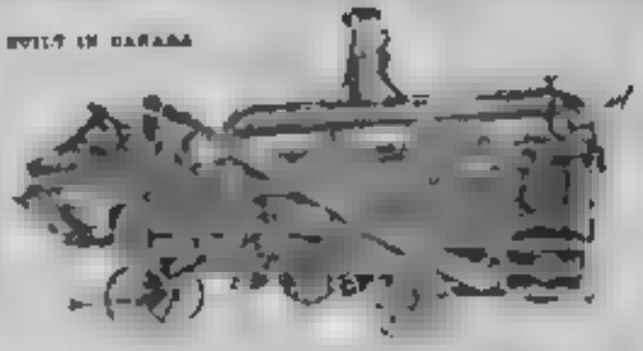
[illegible] brass beam is marked to register to the [illegible] pound. The capacity is 2,000 [illegible]

Ball bearing swivel casters make it easy to [illegible] the scale. The platform, 20½x84 inches, is a [illegible] size for farm purposes.

Information gladly furnished on Wagon Scales, Platform Scales and Railroad Scales at Factory Prices

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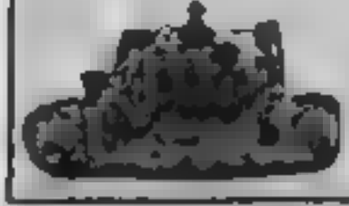


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Our Ottawa Letter

Budget Not Yet in Sight—Black Eye for Titles—Railway Matters Debated—By The Guide's Correspondent

OTTAWA, May 9.—This has been a busy week for the parliamentarians of Canada; the output of the House of Commons has been about the same as usual, but there has been great activity in the committees while the liberals have been in conference with the representatives of ministers from western provinces on matters relating to the national convention to be held early in August. The net result has been the issuance of a statement by D. D. Mackenzie, house leader, covering all the arrangements made up to the present time in connection with the plans for the selection of delegates to the big gathering.

The date of the budget deliverance still remains a mystery, and there are no definite indications as to what it will contain in the way of tariff concessions. Western unionists in session on Monday named a committee which has conferred with Sir Thomas White, and that probably marks the termination of their efforts. The decision now rests with the acting prime minister and his colleagues. It is stated in the corridors that the tariff has not yet been the subject of deliberative consideration by the cabinet, but nevertheless, the ministers are well acquainted with one another's views on the matter. Sir Robert Borden, it is said, will not return until June.

The reading in the Commons on Wednesday, of the chief features of the peace conference today, was productive of cheers, but, as yet, there is no indication as to when Sir Robert Borden will be back in the capital, the idea that an arrangement will be reached for prorogation in June and that an autumn session be held is growing bigger, but it cannot be said that definite proposals have been made.

Black Eye for Titles

Titles got another black eye this week, when the special committee decided against the continuance of even the lesser orders of distinction, the holders of which do not have to be addressed as "Sir," or "Lord," or other prefix of supposed distinction. It was decided, however, not to eliminate the "Hon." in the case of cabinet ministers and other people entitled to be so addressed at the present time.

A special committee was named to draft a final report to the house. If its recommendations are adopted, titular distinctions are going to be cut down pretty much to those temporarily worn as indicating municipal service and the regular military distinctions indicating military rank. A last-ditch fight for the maintenance of titular distinction was made in the committee by W. F. Cockshutt, who classes honors of this kind with protection, as the mainstay of the empire, and who believes that the doing away with them means that Canada is drifting into Bolshevism. He made a game fight, but he was sadly in the minority.

Appropriation of $350,000,000

The bill covering the appropriation of $350,000,000 for demobilization of Canada's overseas army, for trade development, and for other matters connected with the finishing up of the business of the war, was the cause of some criticism in the house. The opposition, maintaining that the budget should have been brought down and a full explanation of Canada's financial position made by the government, before the house was asked to vote on the sum. Sir Thomas White thereupon made a short statement, giving the war cost up to date. He made the announcement that there will be a domestic loan floated during the month of September next. A bill, under which it will be impossible for anyone who has been a defaulter under the Military Service Act to be a voter in the Dominion elections for a period of 15 years, or to be a member of the House of Commons or the Senate, or to hold an office under emolument under the crown was introduced by Hon. Arthur Meighen, acting minister of justice, yesterday. Men who have been legally punished already for offenses will not be again liable under the act.

The standing railway committee of the house of commons, after three days of strenuous discussion, on Thursday finally disposed of the C.P.R. bill authorizing the company to proceed with the construction of several additional branch lines in the West. Discussion in this committee throughout the present session indicate that the government and members of the house, generally, have little belief in the possibility of any move being made in the near future in the direction of complete nationalization of Canadian railways. Everything is done on the assumption that Canada, for a good many years to come, is to have two great railway systems, the privately-owned C.P.R. and the publicly-owned and controlled Canadian national system. This being assumed by the committee the big question, in so far as the West is concerned, is the prevention of unnecessary duplication of lines by the two systems. In the case of two charters granted this week, covering territory on which the C.N.R. had planned to build some time in the future, it was decided by the committee that the company which builds first must concede running rights to the other system. In this manner both railways will reach more distant objectives by making use of the same rails over a section of the route where otherwise the competing lines would be within a few miles of one another. It was generally agreed by the committee that there should be a healthy competition between the two systems and that they should tap all big centres, but that, generally speaking, new lines to be built should not approach within 15 or 20 miles of one another. The fear was expressed by some members of the committee that the blanket charter recently given by parliament to C.N.R. lines, covering several thousand miles of proposed railway, was a mistake, if it was proposed to keep the C.P.R. out of this territory in the interests of the government system. It was explained on behalf of the government, however, that it had no such intention, and that in future the Canadian National Railway company will come before parliament each year just as the C.P.R. does to secure approval of its projected lines.

Canadian National Railways

The bill to incorporate this company, which was lifted out of committee in the early hours of Tuesday morning, by the application of the closure rule, was productive of another strenuous debate on the third reading when Hon. W. S. Fielding moved an amendment to have all moneys to be used by this company come under the direct control of parliament.

This has always been the rule in connection with the administration of the I.C.R., but the government believes that with the big national system it is more advisable to put the direction of the system in charge of a corporate company more completely divorced from the control of parliament. Mr. Fielding's amendment was rejected by a majority of 55, and the third reading carried by a majority of 54. The house voted down an amendment by Ernest Lapointe, which would have given the employees of the government system the right to nominate two members of the board of directors. This action has met with some criticism on the score that the government has named a royal commission to travel all over the country with the object of reporting on the question of joint control of industries by capital and labor. The critics say, and no doubt with some show of reason, that the government cannot reasonably expect anything to result from this action when it refuses to allow labor to have a say in the management of the government system of railways.

The government's reply is that it cannot recognize classes in the nomination of the directorate because if it did other classes of the community would have to be recognized, and there would be no railway men on the board of directors. In this connection, however, it is observed that the men nominated by the employees, would, undoubtedly, be men versed in the science of railway operation, and that the government's contention may not be quite so conclusive as it appears in so far as the railway employees are concerned.



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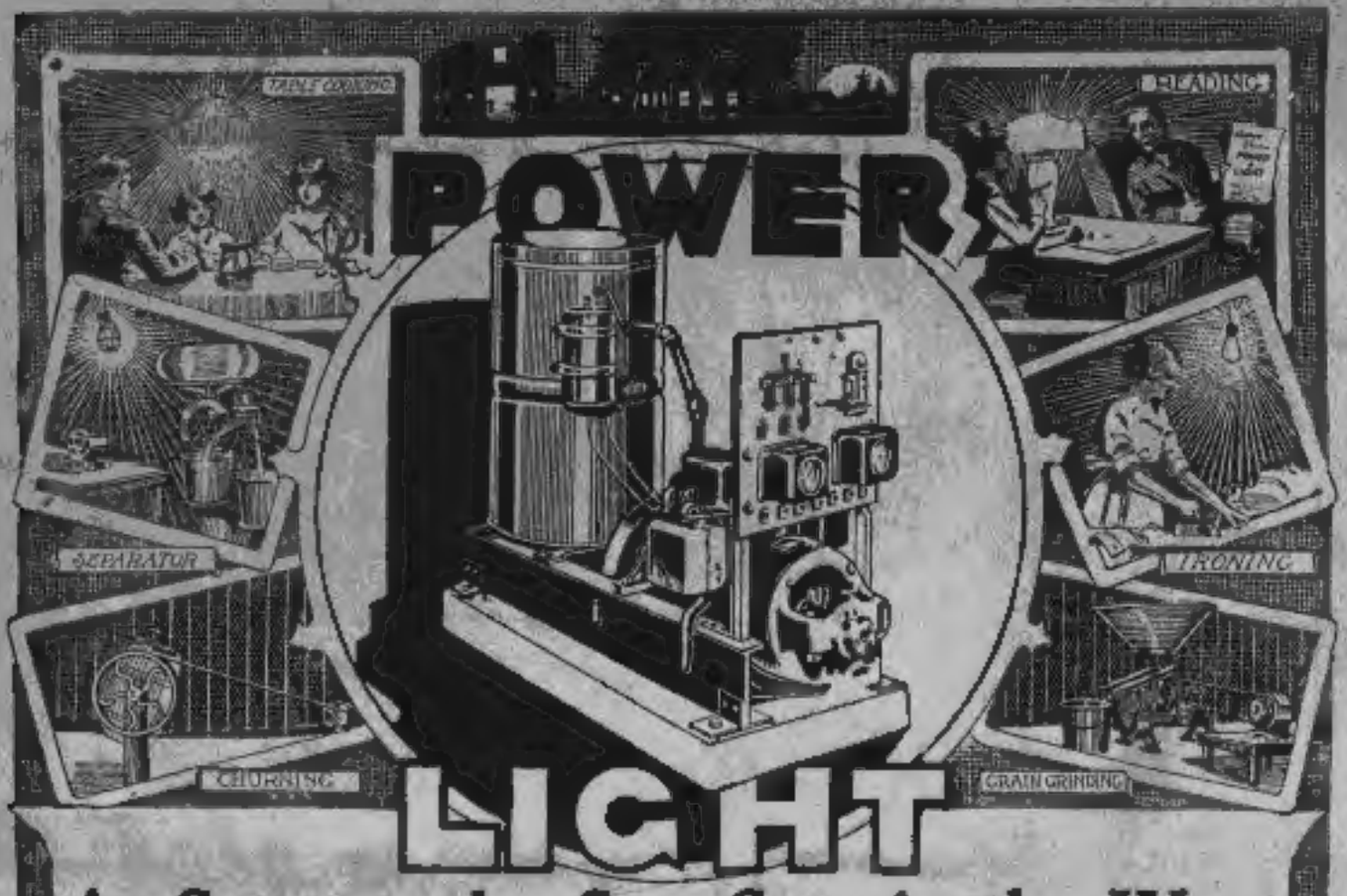
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